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Vol. CLXXIV No. 2268 WITH WHICH IS INCORPORATED THE GRAPHIC JULY 10 1943

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THE SPHERE
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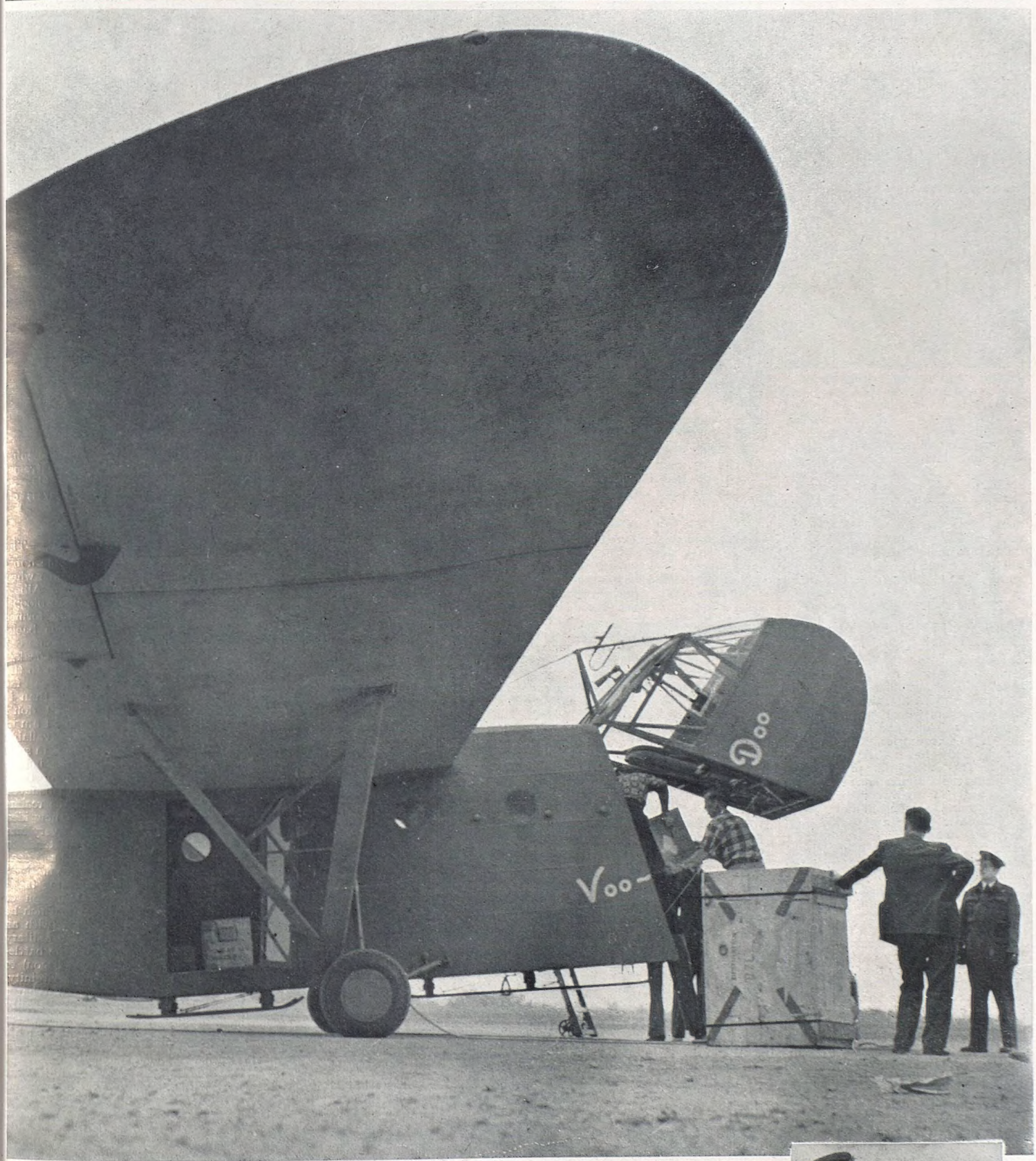

AIR HISTORY IN THE MAKING: THE FIRST TRANSATLANTIC FLIGHT BY A TOWED GLIDER. The above picture was taken at the Canadian base before the start: it shows the glider's 84-ft. wing span and hinged nose: the inset picture on the right shows the £80 towing-cable made of nylon

The first freight-carrying glider to fly the Atlantic has just reached Britain from Canada. It was towed across by a Dakota aircraft of R.A.F. Transport Command, the 3,500-miles journey being covered in 28 flying hours. It is the first time in history that an air "train" has crossed the Atlantic, and the flight has created a world record in the total distance covered by a glider carrying cargo. The take-off was made from a Canadian base at Montreal: after about three hours the train had reached a height of 9,000 ft. in an attempt to get above the cloud, but as the clouds persisted to beyond 13,000 ft., aeroplane and glider came down to about 1,500 ft. above sea-level. The glider carried a full load of vaccines for Russia, and radio, aircraft and motor parts. Communication between towing pilots and glider pilots was by radio, the towing pilot indicating to the glider when to switch on for a talk by waggling his wings. The tow-rope was made of the synthetic yarn known as nylon: it was an inch thick and cost about £80: the two pilots examining it on the right are Sq.-Ldr. R. G. Seys, D.F.C. (captain of the glider) and Sq.-Ldr. F. M. Gobeil, the co-pilot

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A WAR NEWSLETTER —No. 201

1, NEW OXFORD STREET, W.C.1.

Churchill—Freeman.—

Mr. Churchill spoke warmly of his pride in being elected a Freeman of the City. It is appropriate that he should be so. It is a great honour for any recipient. Just a very few citizens in the passage of history attain to such a degree of eminence that they set the fool's-cap on honours, for one by one such titles and gewgaws as man can devise to distinguish them fall away from them, and they go down to the grave and to posterity naked of all save their achievements and the surname they inherited at birth. Thus, in varying degrees of eminence, you read of Mr. Albert Smithkins, M.B.E., Sir Jabez Job, K.B.E., the Earl of Balfour, K.G., the Rt. Hon. D. Lloyd George, O.M., and Shakespeare, Pitt or Churchill. Mr. Churchill, I fancy, has now achieved that top eminence, and the C.H. that properly follows his name in formal phraseology is gone with the wind, as went two rows of Haig's surplus medals when he sat in conference with his staff, far more richly beribboned than he. The fact is, that beyond a stage of eminence no man-devised honour is appropriate. History takes charge, and history is all for grand simplicity. The superman and the baby share that grand simplicity. Which is not to suggest that the City's homage was not both happily and rightly bestowed on the man who typifies the finest traits of the citizens of London. Without Churchill's name on the roll, the City's roll of Freemen would be *Hamlet* without the Prince.

THE PRIME MINISTER RECEIVES THE FREEDOM OF THE CITY OF LONDON FROM THE LORD MAYOR: Sir Samuel Joseph, in his robes of office, with Mr. Winston Churchill and Mrs. Churchill at the Guildhall on June 30. On the extreme right, Miss Mary Churchill is seen in A.T.S. uniform. On this occasion the Prime Minister received the highest honour the City can bestow: he took the opportunity of telling his distinguished audience of the progress of the war to date and of the prospects of the immediate future

Relentless Purpose, Unwavering Unity.—

I applaud and support our Government in two of its greatest virtues—its determination relentlessly to reduce the Axis to unconditional surrender and to maintain among the Allies, the Empire and the nation unity and brotherhood in our common cause and great purpose. In all free countries, Governments (thank God) have their outspoken critics. That is the prime proof of freedom, that the common man realises and takes pride in his own responsibility for governing. Among all this Government's critics there are very few, if any, who are not whole-heartedly for these two fundamental principles. Their criticism is not of matter, but of method. Few Englishmen can have dissented from Mr. Eden's unequivocal answer to questions on the bombing of Rome. Few can quarrel with our determination to reduce German and Italian war industries to rubble. None, I am certain, has any criticism at all of any efforts made by the Government to foster unity and to banish self-interest and faction among the Allies. Criticism of method is another matter, and, in my view, a useful proof of the keen interest taken by the common man in the direction of the war. For example, such criticism as exists of our bombing policy is of manner, not of matter; of policy, not of the practice. It is a fault peculiar to tales and records of destruction (whether the memoirs of crack shots and big-game hunters or the statistics of cities laid waste) that they tend to grow boring and disgusting by reiteration. There is danger in that. Nothing saps resolution so much as boredom. That is why I, for one, think we hear too much and too often of the *results* of our bombing. A reader has put the point to me in this way: "I agree with you that the publicity given to this form of warfare is very tedious to the ordinary citizen. But it has a strategic purpose, in that it reaches the Axis; and I think that a wholesome realisation of just what may come to them might well shorten any campaign against Italy and, in the end, save many lives." No doubt at all that possibility is a probability to the Government, and time will show if it be well-founded. But, meanwhile, the danger that we may soften from sheer boredom and disgust remains. But I see the difficulty of devising separate and distinct propaganda for different Axis countries and for home consumption. It is an intricate problem, one of the most difficult in the abstruse science of modern war. Yet I should be sorry if criticism died down. That would prove that we were growing apathetic at a juncture which demands our maximum keenness.

Noises in the Night.—

I often say that the Fighting Service which enjoys the lion's share of publicity manages to tell us least about itself and its ways. The experience of country folk on the fringe of air-troubled English territory goes to prove this. Our bombers always appear to do most active work when we do not hear them, and the same may be said of the minor efforts of the enemy. When at night the air is filled with the roar of bombers passing overhead, we expect to read next day of a mass assault delivered on some Continental target. Time and again these manifestations produce no "business done" worthy of a B.B.C. report, nothing, perhaps, but routine mine-laying. Or, when our houses rock with earth convulsions, we say "Poor old —— is getting it hot"—only to hear next morning that there was no enemy activity to report in the past twenty-four hours. In short, the R.A.F. do a lot of activities directed towards practising for perfection of which we know nothing, and many a loud noise heard in the night has a nastier bark than bite. When we get our occasional bomb (so stimulating of village gossip), we usually hear neither the explosion nor, certainly, the warning precedent. That is why rumour at breakfast-time locates the egg in so large and dispersed a variety of nests. For the rustic, if I may say so, this is much the happiest and least disquieting way in which to participate in the modified blitz on Britain. I suppose in the less populated counties the chance of an unaimed stick of bombs, hastily unloaded, hitting any building, from a castle to a pigstye, must be odds of more than 1000 to 1.

What Sort of World . . . ?

—In the lull of total war which precedes the coming political and social storms of peace (to put it that way), I am sometimes bewildered and even amused by the contradictory impulses which move some men to speak and plan for a totally new world after the war, and others to carry on precisely as if there will be no interference with the continuity of our pre-war traditions, institutions and social and political structure. Thus, you get certain orators (not from one party only) speaking with assurance of a world from which will be banished all the "bad old" features of privilege, capitalism, class distinction, and so on, and at the same time your daily post brings you evidence that institutions, which derive their livelihood from these "outworn shibboleths," are planning and carrying on in apparent faith that "business will be as usual" when this spot of trouble is liquidated. The public and private schools of the country print their school magazines, dress their boys in coloured blazers, keep their fees up and their method of selection reasonably strict, issue reports and keep to their standards of what is fitting. And the proprietors of Peerages, and books of reference of "people who matter," still send out their proofs for correction, still concern themselves with the Order of Precedence (so important when Edward VII was King), still elucidate descent and search out heirs-presumptive, and still assume that the "people who mattered" in 1909 (or 1939) are the people who will matter in 1945. Are they? Will they? True, I don't know what else these proprietors can do. We are as children bravely and hopefully groping in the dark. I do not myself expect an entirely new world, brave or otherwise. The point I make is: the fog of uncertainty which blankets the future is quite impenetrable, and all our to-morrows are "wropt in mystery." That is why we need not take too seriously the iconoclastic pronouncements of the Left nor label as ostrich-like the conservative policy of the Right.

Christian Russia.—

The Bishop of Chelmsford had some noble bouquets for the Russian people when he spoke the other day at the Albert Hall. He plucked the chief blooms from our national chaplet of former days, and contrived a vicious back-hander for Britain while he conferred the accolade on Russia. "I speak," said he, "as a Christian Bishop to the Christian people in Russia—a far larger number *and percentage* than is the case in this country." I don't quarrel with his calculations. I am in no position to examine the available figures. Perhaps Dr. Wilson *is* in such a position. But his remarks induce me to set down a footnote or two: (1) Who in 1939 would have believed such a statement to be in the realms of possibility? (2) When a new idea strikes an Englishman, often very late in the day, how frequently it tends to turn him into a fanatic, blind and deaf to absurdity, to proportion, to moderation. (3) There is something fascinating in the Bishop's confusion of ideas and the happy way in which he leads to the altar and weds (with an episcopal blessing) Russia's military skill in defeating Hitler on the battlefield (and so saving British bacon) to Russia's unsullied Christian virginity, the bride of the Church. (4) What a tribute to the vitality of Christianity in all difficulties and persecutions—in Russia, and to its feeble hold on life under quite favourable conditions—in Britain! (5) What a bouquet for Russia and Christianity abroad! What a kick in the pants for England and the Church of England! What a boomerang on the episcopal fanatic himself! (6) I don't question the rude justice of the kick in the pants. We do not widely practise Christianity in Britain to-day. But neither do the Bishops preach it. They must ca'canny. They dare not mention some of its main tenets. War expediency forbids the mention (e.g.) of such qualities as mercy or forgiveness—for the duration.

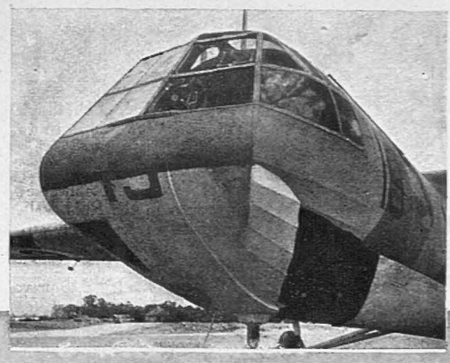
THE OLD STAGER

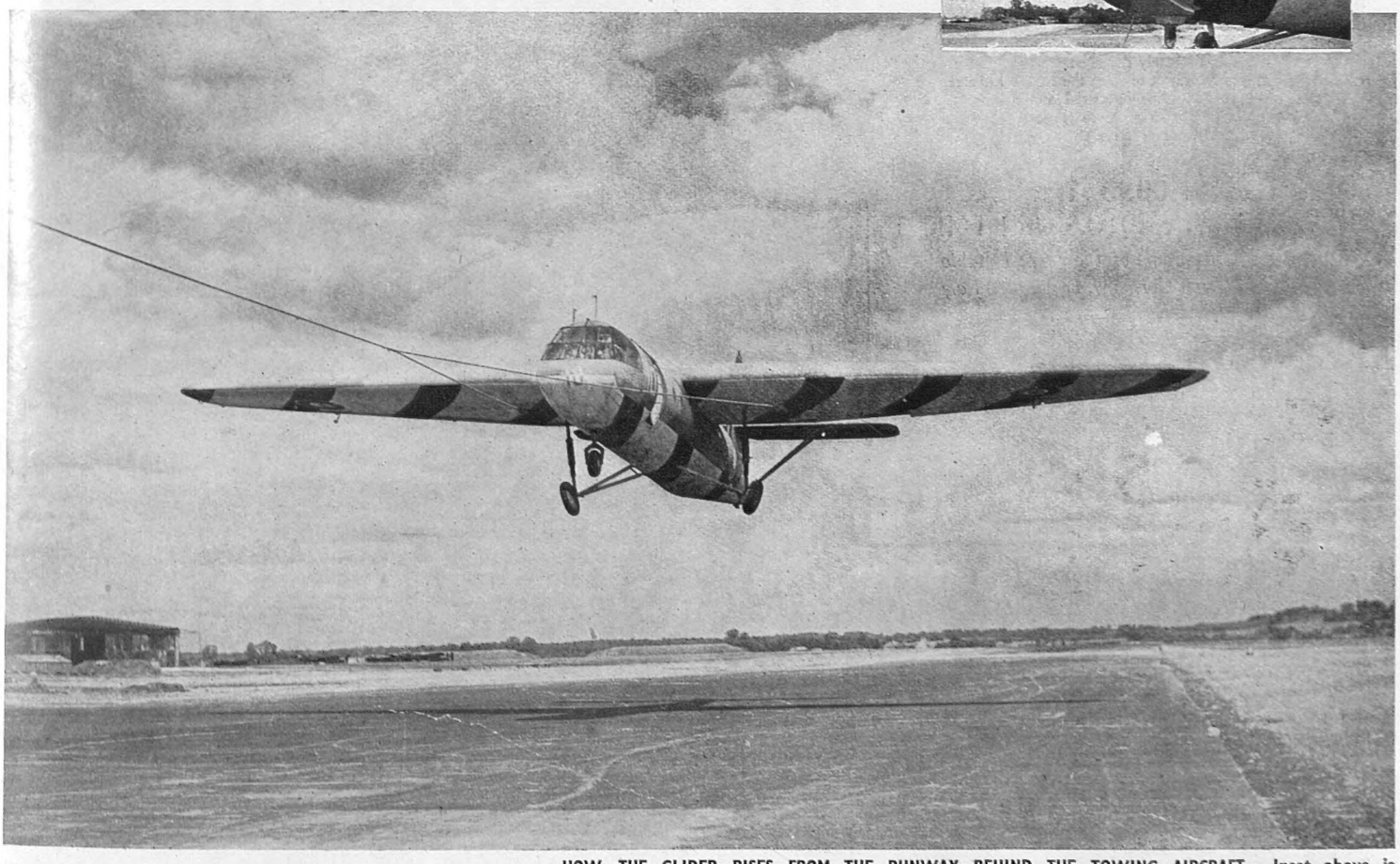
The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

TACTICAL EXERCISES FOR BOMBER PILOTS AND GUNNERS as a Mustang fighter aircraft, piloted by a famous "ace" of the Central Gunnery School, swoops up to the attack

HOW the R.A.F. MAINTAINS ITS SUPREMACY in AIR BATTLE

The Central Gunnery School, in Flying Training Command, is performing a valuable function in the improvement of gunnery in all its aspects in all operational commands. Courses here are taken by selected gunners from operational units and by fighter pilots. The school exists primarily to attain the highest possible standard for gunnery in the R.A.F. and to be the focus of the latest information of developments in the technique of air-gunnery instruction. Although there may seem a certain disparity between the work of fighter pilots and gunners, they meet at this school and carry out exercises together to perfect their gunnery and tactics. One particular advantage, from a gunner's point of view, is that their bombers are "attacked" by very experienced fighter pilots. A gunner at an operational station may take a good many trips without the chance of firing at an enemy; but here, at the Central Gunnery School, he gets valuable practice, aiming at the fastest aircraft, such as Spitfires and Mustangs. Upon leaving the course, gunnery leaders are qualified to take responsibility for all aspects of gunnery training in their squadrons or training units. Amongst the famous fighter "aces" who are instructors at the school are Squadron-Leader R. C. Dafforn, D.F.C., who is 6 ft. 7 ins., a fighting ace of Malta and one of the tallest men in Fighter Command; Group-Captain C. E. Beamish, D.F.C.; Wing-Commander P. G. R. Walker, D.S.O., D.F.C. and Croix de Guerre; Flying Officer G. ("Screwball") Beurling, D.S.O., D.F.C., D.F.M. and bar



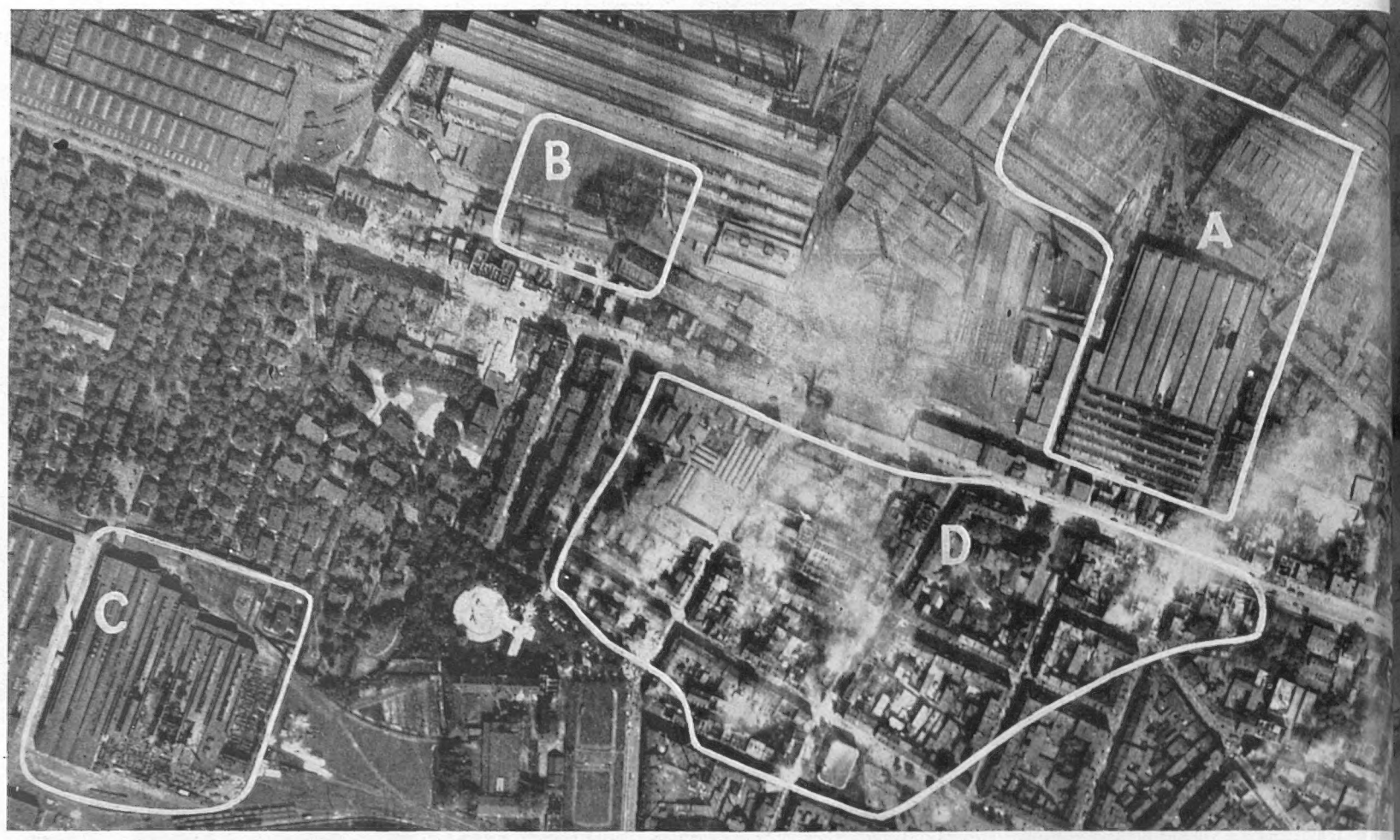


HOW THE GLIDER RISES FROM THE RUNWAY BEHIND THE TOWING AIRCRAFT. Inset above is a view of the pilot's cabin of a Horsa, showing its square-fronted construction

TRAINING the HORSA GLIDER CREWS

—At a Conversion Station of the R.A.F.

The training of our glider pilots and crews is proceeding apace throughout the country: it is not unlikely that these men may play a considerable part in our coming invasion operations. The task of training is now being carried out at "Glider Conversion Stations" of the R.A.F. Here selected men learn how to pilot the big gliders. At first ballast is used to make up the weight of the passengers they will later have to carry, but as the pilots become more efficient, airborne troops, also in training on the station, make up the "live loads." In this way, both glider pilots and airborne troops become familiar with the work they will have to perform under actual combat conditions. The Horsa glider shown in the above two pictures is now painted in characteristic fashion, with (as usual) the R.A.F. roundels on wings and fuselage

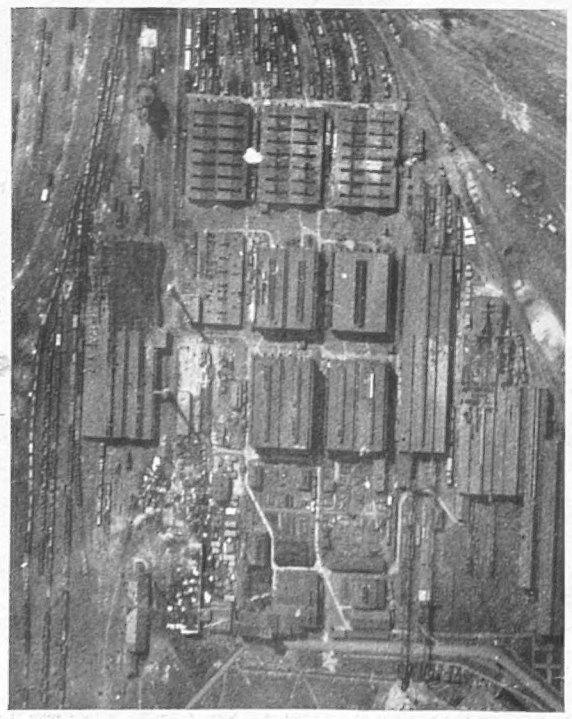


BOCHUM IN THE RUHR: THE STEELWORKS OF THE VEREINIGTE STAHLWERKE, WHICH WAS HIT ON JUNE 12 AFTER PREVIOUS RAIDS ON THE SAME TARG
A—shows heavy damage to Workshops in the Finishing Sections; B—severe damage to the Steel Furnaces; C—extensive damage to the Rolling-Mill; D—Busi Premises near the Works gutted and still burning

The big Ruhr armament firm of Vereinigte Stahlwerke A.-G., with several plants at various points in the Ruhr Valley, has been hard hit by Bomber Command's recent heavy attacks on key targets in the industrial heart of Germany. This reconnaissance photograph, and the one reproduced on the left below, show how the firm's policy of dispersal has failed to prevent the R.A.F. from locating and severely damaging important Vereinigte installations: these are at Bochum, Hamborn and Ruhrort Meiderich The two former are shown here, but the third has also been attacked and severely damaged. In the centre of the city of Bochum (fourth largest town in the Ruhr), 130 acres were devastated on June 12. Nine industrial establishments, three of them of the highest priority, were affected; 700 buildings were destroyed or seriously damaged

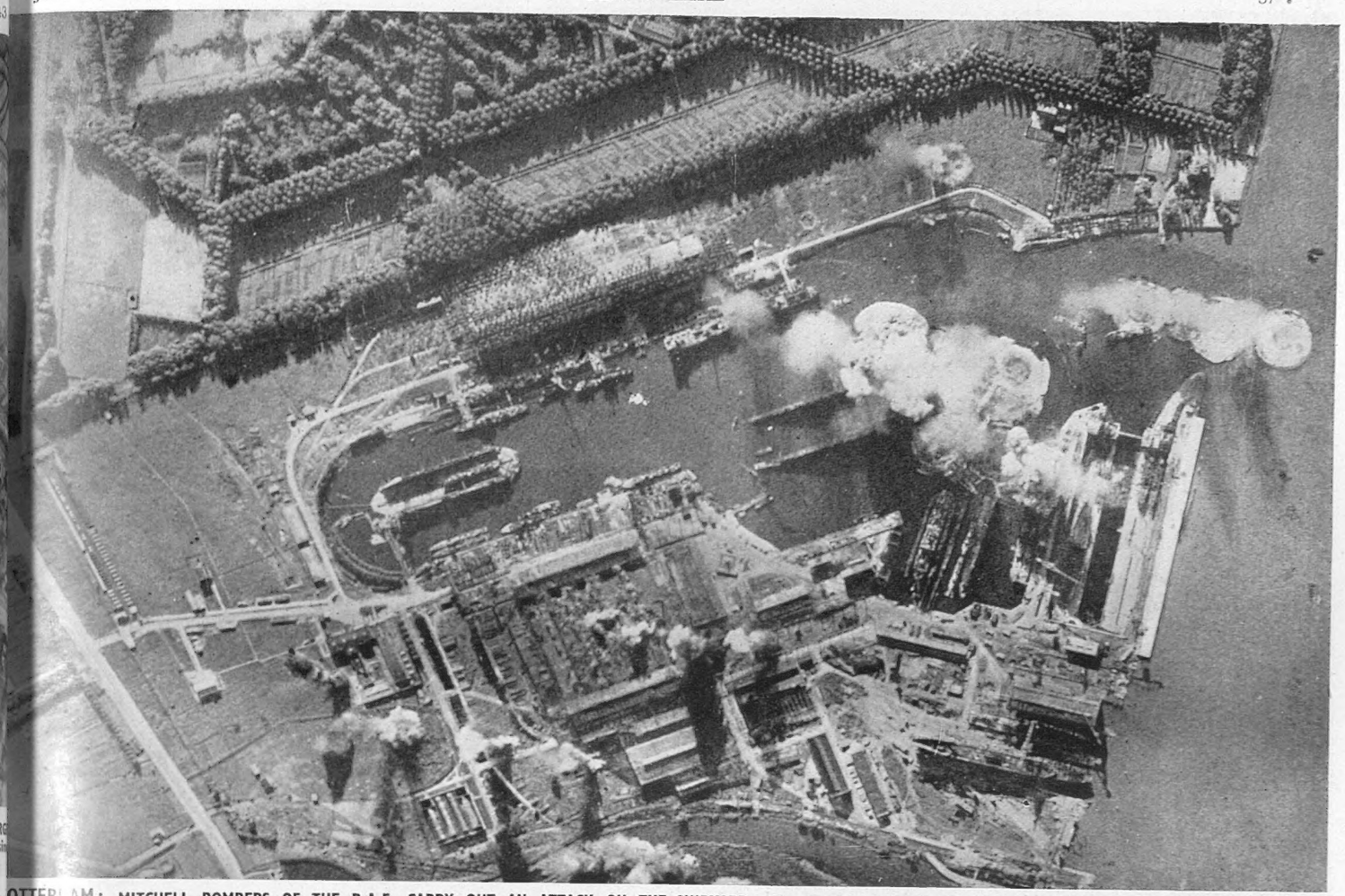
BOMBING "ROUND THE CLOCK" BY THE R.A.F. AND U.S. AIR FORCES

The Results of Some of the More Notable Recent Raids on Germany, France and Italy



HAMBORN: THE VEREINIGTE STAHLWERKE A.-G. RAILWAY WORKSHOPS, severely damaged by high explosives and fire. This is the second of the three plants to which the Vereinigte installations were dispersed. In addition to the raid on June 12, another attack on Bochum was made on the night of June 25, when Gelsenkirchen was also attacked

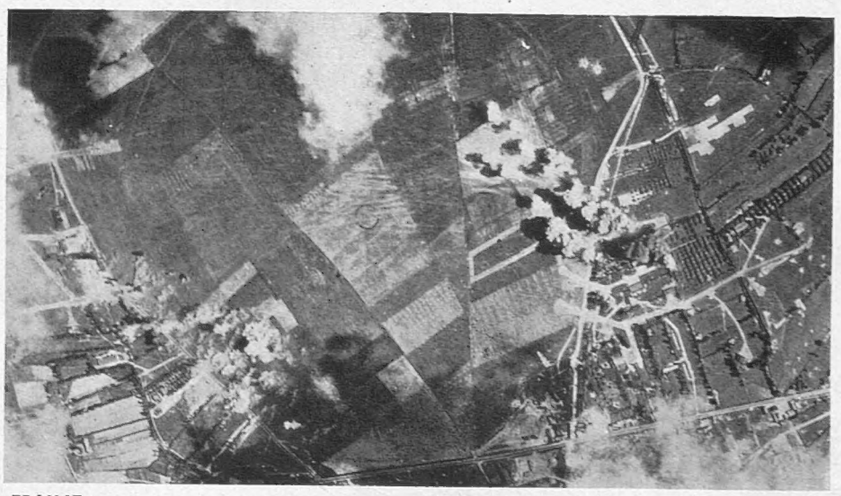
MESSINA: THE ATTACK ON THE MESSINA FERRY TERMINUS IN SICILY BY U.S. FLYING FORTRESSES ON JUNE
The big American bombers formed part of the Strategic Air Force from North-West Africa. They met with li opposition by the defenders. Direct hits on the ferry-ships and Ferry Administration Building were scored in the r The ferry, which carries railroad-cars, connects Sicily with the mainland only a few miles away. In view of its importa as a means of communication and as a focal point for supplies and reinforcements for the island of Sicily, Messina has be raided again and again. The mainland, too, has not escaped its share of attack. Railways and ports in the boot of I and in its toe have been hit repeatedly and with great force



OTTERDAM: MITCHELL BOMBERS OF THE R.A.F. CARRY OUT AN ATTACK ON THE SHIPYARD. Bursts across the N. W. Wilton Fijenoords shipbuilding and machine works, including direct hits on the engine shop (bottom centre). Dock installations and vessels are being straddled by further concentrations of bursts in the centre of the picture

e Mitc s which carried out this raid were escorted by Spitfires, as the attack was ade in light: as they returned across Holland, many enemy fighters—sometimes forma of six—came in to attack, but the moment the escorting Spitfires turned then dived away. This attack on Rotterdam was a "diversionary expedition" cover another and simultaneous onslaught by Fortresses on Huls

USHING: A VENTURA BOMBER OF THE R.A.F. AT WORK. This striking photograph, showing an R.A.F. Ventura bomber flying over the target area, was taken during a day attack by Venturas on the De Schelde Shipbuilding Yards on June 24. The bombers were escorted by fighters. Below the aircraft smoke from many bomb-bursts is seen rising from the De Schelde engine shops in the Marine Docks and the oil storage tanks on the east side of the Verbreed Canal



FRANCE: R.A.F. VENTURAS ATTACK THE CHERBOURG-MAUPERTUS AIRFIELD BY DAYLIGHT ON JUNE 24. In this photograph, more than a hundred bombs are seen bursting during a day attack by R.A.F. Ventura bombers on Cherbourg-Maupertus airfield on June 24. At the top of the picture at least forty bombs are exploding among, and near, aircraft shelters and buildings in the south-east dispersal area; whilst at the bottom, approximately sixty more are bursting on the south-west corner of the landing area, with direct hits on the perimeter track and bursts near workshops and buildings outside the track. On this successful sortie, the Venturas were escorted by fighters

On right—During the Flying Fortress attack on the Nazi submarine base at St. Nazaire on June 28, hits were seen on all three locks leading into the U-boat basin. Many American Eighth Air Force bombers had already passed over the target when this picture was taken, leaving the smoke of bomb-bursts mushrooming into the air. The picture given on the right here was taken by an official photographer accompanying the American bombers

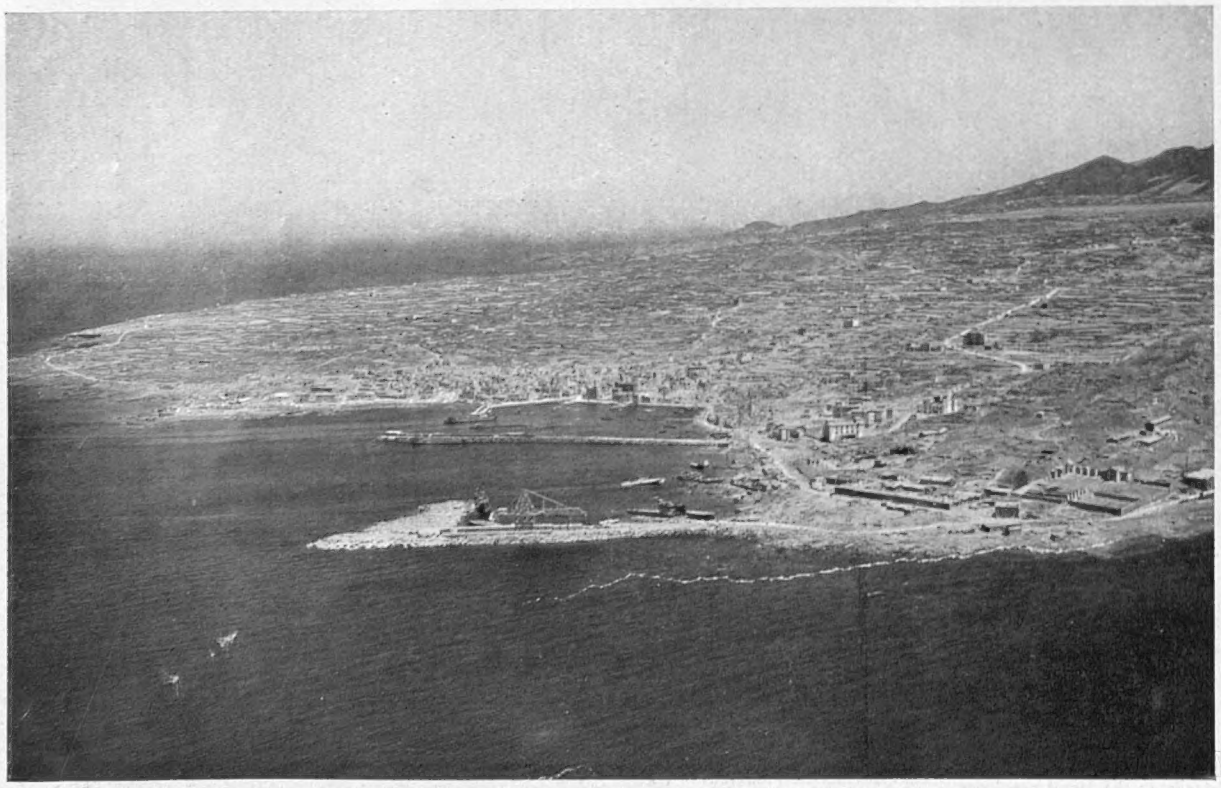
ST. NAZAIRE: FLYING FORTRESSES ATTACK THE GREAT GERMAN NAVAL BASE in Occupied France and score many direct hits

THE PRINCIPAL TOWN AND HARBOUR ON THE ISLAND OF PANTELLARIA, showing the wareh and buildings bombed by the R.A.F. before the surrender on June 11

FIRST BRITISH PICTURES of the Two Captured Islands

Pantellaria and Lampedusa Photographed by R.A.F. Pilots Since Our Occupation of these Two Italian Strongholds in the Mediterranean

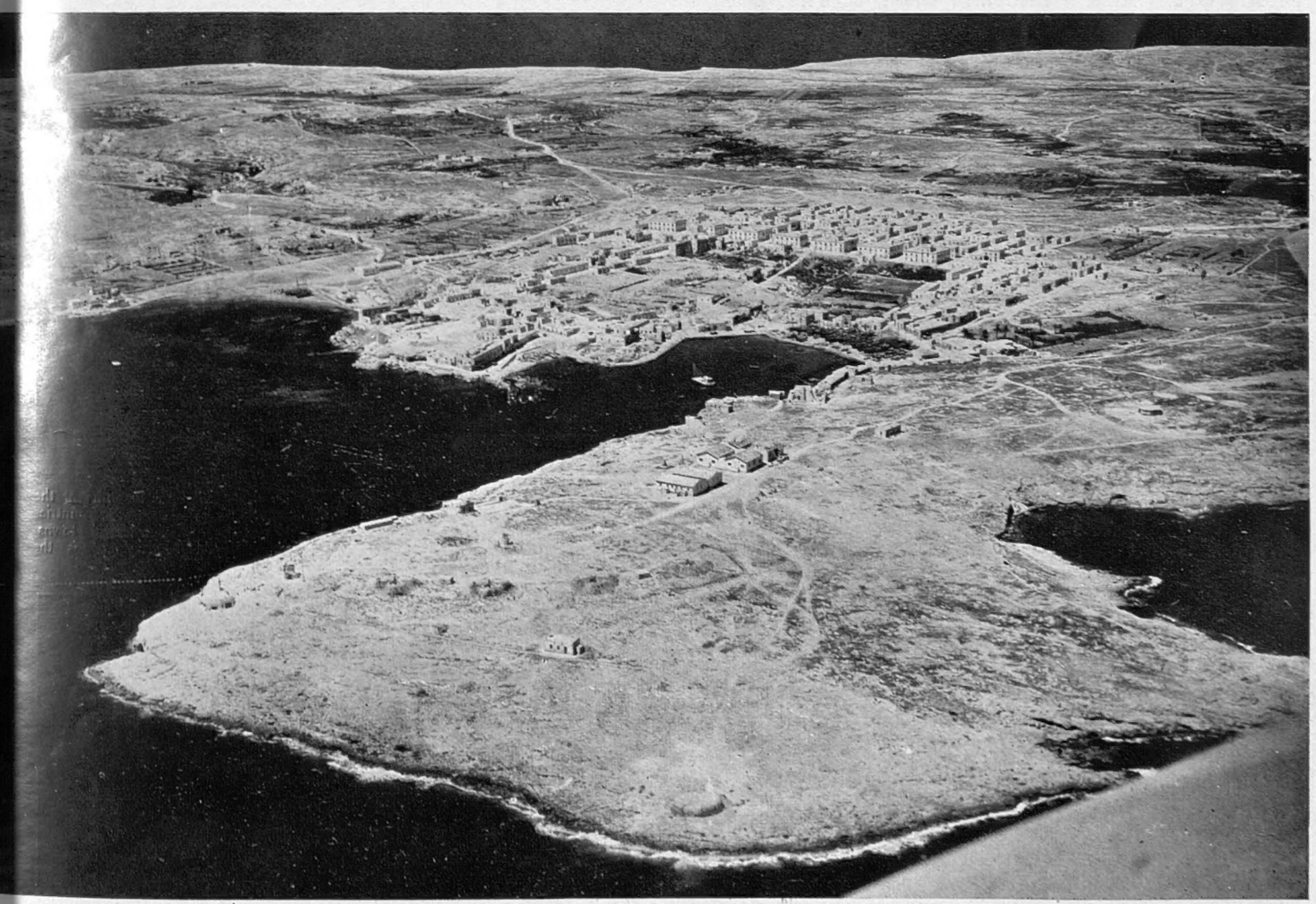
For a number of years before the war, Pantellaria and Lampedusa Islands were closely guarded by the Italians, and few of their "secrets" were allowed to reach the outside world. Since our occupation, however, R.A.F. machines have surveyed the two islands from the air; the pictures reproduced here are part of the results of this reconnaissance. Pantellaria has an area of 32 square miles, against Lampedusa's 12



THE PORT OF PANTELLARIA AS IT APPEARS TO-DAY: It is quite a sizeable little harbour with jetties and anchorages for a number of vessels. The buildings surrounding it (on the far side of this view) were pounded into heaps of rubble by the relentless air bombardment of the Allied Air Forces and by the guns of our cruisers and destroyers before its surrender by Admiral Pavesi, the Italian Governor on June 11

ONE SIDE OF THE AIRFIELD ON THE ISL The aircraft remaining to the defe had been dispersed around the drome's perimeter. When our t landed, all that remained were r or charred skeletons: bombs and had accounted for all of them

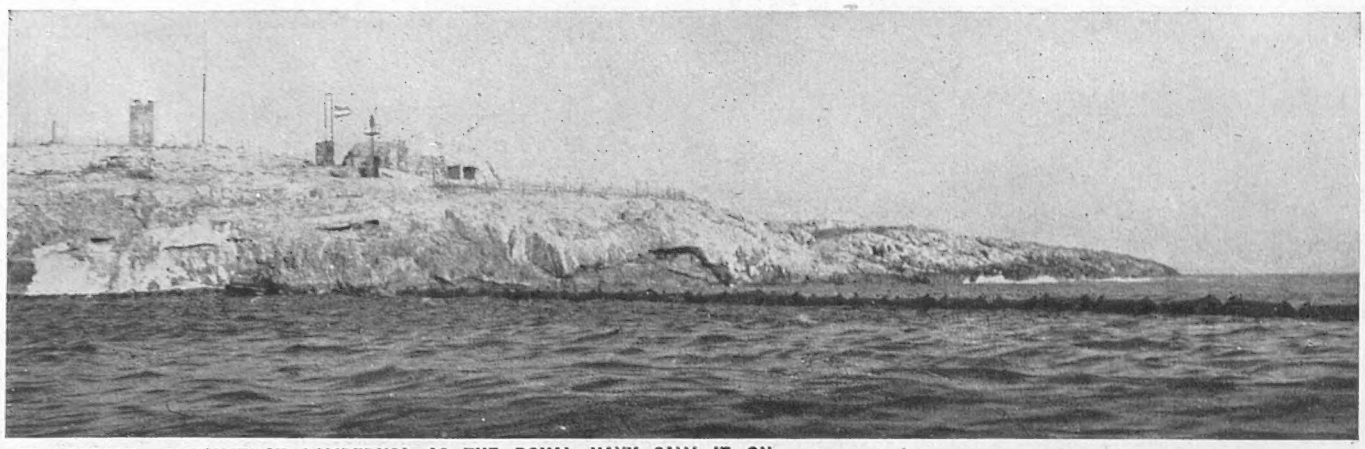
E HARBOUR AT LAMPEDUSA IS TAKEN OVER BY THE ROYAL NAVY. On this island, too, there is quite a useful harbour : in our picture the vessels seen e distance are landing craft which put in after the surrender on June 12 (the day after the fall of the bigger island of Pantellaria). The buildings ered round the harbour do not appear to have suffered to anything like the same extent as those surrounding the harbour on Pantellaria : they are all of typical Italian "Mediterranean" design



AERIAL VIEW OF A WIDE STRETCH OF THE ISLAND OF LAMPEDUSA : This picture shows how the little town is grouped around the harbour : most of the buildings appear to have suffered but superficial damage, and the harbour itself appears to be unobstructed by wrecks. Lampedusa Island is about 7 miles long by 2 miles wide : at one time it was used by the Italians as a convict station, mainly for political prisoners

The Surrender of the Island of LAMPEDUSA : After the Fall of Pantellaria

And other War Pictures from Distant Theatres of Conflict

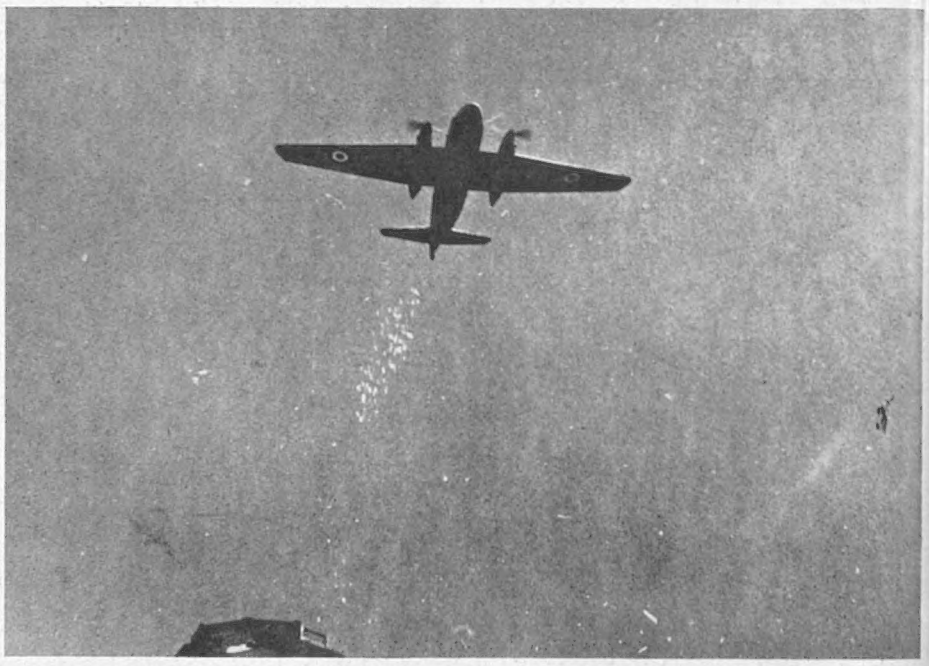


THE HARBOUR ENTRANCE AT LAMPEDUSA AS THE ROYAL NAVY SAW IT ON JUNE 12. The white flag of surrender flies at the masthead, with the Italian flag at half-mast behind. A concrete pill-box can be seen to the right of the flag-masts

THE SCENE AS THE VICTORS LANDED ON THE ISLAND : Second from the left (wearing an "overseas cap") is Mr. Paul K. Lee, of the Associated Press, a naval war correspondent ; standing with his back to the camera is Lieut. Hugh Corbett, of H.M.S "Lookout"

LIEUTENANT HUGH A. CORBETT (ON LEFT) FROM THE DESTROYER "LOOKOUT" discusses the surrender of Lampedusa with Italian officers. On the right is the island's "Second Governor," Maresco Oderision, the bearded Capitano di Corvello, who accepted the British surrender terms

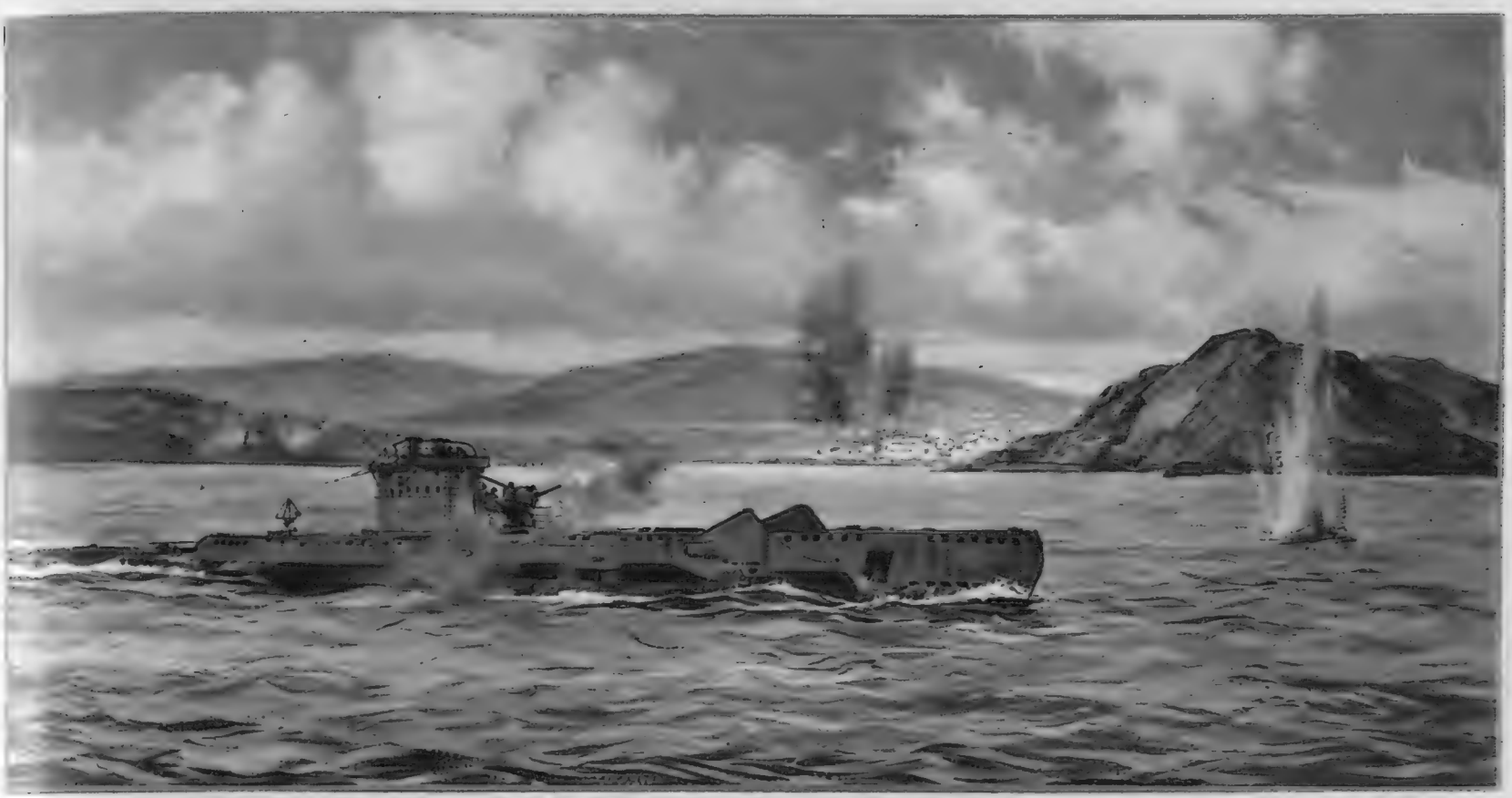
A NEW HEADDRESS FASHION IN WARTIME AFRICA. A Central African Medicine Man wearing an aeroplane on his head at a ceremonial dance to drive away evil spirits. The continuous passage overhead of American and British aircraft on their way to the fighting fronts has inspired a variety of new headgear among the African witch doctors, replacing their ancient and traditional fetishes. In this picture a Central African Medicine Man is wearing a crudely-carved version of a bomber, whilst engaged in the task of driving away evil spirits, or "ju-ju's," from the African Continent



A VICTORY LEAFLET RAID OVER SYRIA AND THE LEBANON. To drive home the meaning of the Allied victories in North Africa, the French and British authorities in these two countries (with the help of the R.A.F.) recently organised a leaflet raid over the principal towns. About 500,000 leaflets were dropped, the chief one showing General Montgomery as the "Conqueror of Rommel"

THE MEDICINE MAN with his aeroplane headdress perches atop a U.S. Army jeep on his way to a ritual dance

A BEYROUT CITIZEN inspects a leaflet dropped by the R.A.F. A portrait of General Montgomery figures prominently in it



A BRITISH VESSEL OF THE LATEST TYPE SURFACES OFF CALVI, IN NORTHERN CORSICA, AND BOMBARDS AN AIRFIELD USED BY THE ENEMY. Italian shore defence batteries replied to the submarine's fire, but without effect. This method of hitting at military installations on land has been greatly developed by daring British commanders during the campaign against Italy—*Drawing by Montague Dawson*

THE SUBMARINE WAR

Against Italy in the Tyrrhenian Sea

How Our Resourceful Commanders have been Striking at the Enemy Close Inshore

—Two Special *Sphere* Drawings

Whilst the Allied plans for Invasion progress steadily in the Mediterranean, British submarines are playing a great part in the destruction of the enemy's supply vessels in the Tyrrhenian and Ægean Seas, and in creating confusion and havoc amongst the vulnerable ports and harbours of Corsica, Sardinia and elsewhere. From time to time, Admiralty communiques briefly summarise the activities of British vessels manned by daring and resolute crews who have distinguished themselves in this type of individualistic warfare. Two such incidents are illustrated by SPHERE artists on this page.

The upper drawing, by Mr. Montague Dawson, depicts a method of attack by submarine in which our young commanders delight when a favourable opportunity occurs. The vessel had approached the Corsican town of Calvi unobserved in the daytime: despite the presence of coastal batteries on the shore, the submarine surfaced and bombarded an airfield near the shore with her deck gun. Probably taken completely by surprise, the return fire of the enemy was quite ineffective.

The lower drawing, by Mr. Whitaker, shows the dramatic location of another British attack: this was in Catania Bay, off the Sicilian coast, where a large enemy supply vessel was torpedoed. Guarding the northern end of this bay are the famous rocks known as The Cyclops. These spectacular outcrops are of basaltic formation, their volcanic origin being supported by the fact that there is a basaltic grotto in the neighbourhood somewhat similar to Fingall's Cave at Staffa. The Cyclops was of gigantic stature. The Rocks are said to have been hurled at him by Polyphemus.

ACTION AT ONE OF THE MANY HISTORIC SPOTS OF SOUTHERN ITALY: A British submarine stalking a large enemy supply vessel in Catania Bay, Sicily, and passing the famous Rocks of the Cyclops. The town of Alicastello is seen in the background, with its fine medieval castle perched on the Rock to the left of the picture (*see notes above*)—*Drawing by W. G. Whitaker*

CONVOY BUSTING I—THE NAVY'S MOSQUITO CRAFT OPERATE BY PREFERENCE AT NIGHT UNDER COVER OF DARKNESS. This drawing shows a surprise attack on [illegible] the British little ships dash in to fire their torpedoes. Then away for home, before daylight betrays them to patr[illegible]

THREE GRAPHIC IMPRESSIONS OF BRITISH M.T.B.s TRAVELLING AT SPEED DURING THE COURSE OF OPERATIONS OFF THE EAST AND SOUTH COASTS. These p[illegible] shore: their hard-hitting raids on enemy shipping are complementary to the attacks by R.A.F. bombers on his land communications. The [illegible]

CONVOY BUSTING II—DAYLIGHT MEANS GREAT DANGER TO THE BRITISH M.T.B.s AND M.G.B.s IN THE NORTH SEA AND CHANNEL. Here two of them have [illegible] torpedoed and whose burning hull sends up a pillar of smoke against the dawn. The little ships, their task completed, are streaking for home a[illegible] planes can come out to their assistance from British bases and help beat o[illegible]

THE LITTLE SHIPS

And Their Convoy-Busting Operations off the Enemy Coast in the North Sea

Since the early days of the war, Britain's "Mosquito Fleet"—the M.T.B.s and M.G.B.s, based mainly on the East and South Coasts—has grown enormously. A few days ago the Prime Minister sent a message to all our Light Coastal Forces at home and abroad, in which he said: "I have noted with admiration the work in the North Sea, in the Channel and, more recently, in the Mediterranean. Both in offence and in defence, the fighting zeal and the professional skill of officers and men have maintained the great tradition built up by many generations of British seamen. As our strategy becomes more strongly offensive, the task allotted to the Coastal Forces will increase in importance, and the area of their operations will widen." As many of our bases for the Mosquito Fleet are within a comparatively few miles from the enemy's coast, most of their work must be carried out at night: for over three years now, these small but fast and powerfully armed vessels have been hitting out at the German convoys creeping up the coasts of France, Holland and Germany. They have been cutting up the convoys, sinking merchant ships, large and small, knocking out the armed trawlers and keeping down the enemy's own fast motor-boats, or E-boats.

But it frequently happens, after an encounter with an enemy convoy, that daylight comes on before the little ships can return to their base. Then the enemy's aircraft are called up by radio, and running fights, like that depicted in the lower drawing, occur. Often, in "Coffin Alley" (as the Germans themselves have called the German coastline), desperate encounters between M.T.B.s and aircraft take place, until our own fighter planes can go out to take a hand in the battle

E-boats escorting coastal supply ships. Having dealt with the escort by gunfire, enemy aircraft—*Drawing by Wm. McDowell*

ON THE BRIDGE OF AN M.T.B.—the smallest craft used by the Royal Navy to hit at the German coastwise supply routes

warsh[ips] operate from bases which are only 75 to 100 miles from the enemy's ships ... might well be called the "guerillas" of the Royal Navy

WOMEN OF THE W.R.N.S. SERVICE THE LITTLE SHIPS. At some bases it is women who now carry out the maintenance work of M.T.B.s and M.G.B.s. Nowadays thousands of them from all walks of life are engaged in a variety of duties under the White Ensign

Discovered at break of day by Nazi aircraft summoned by radio from the supply ship which they have ... the same time keep up a running fight with the enemy aircraft until such time as British fighter ... enemy—*Drawing by Wm. McDowell*

THE MOSQUITO'S STING: Anti-aircraft practice by the power-operated turret guns of a motor torpedo-boat

THE U-BOATS ARE DRIVEN BELOW THE ATLANTIC: An incident during a recent five-day battle, during the course of which twelve U-boats were sighted, but others probably never even saw the surface—*Drawing by Roland Davies*

Team work between escort vessels and aircraft of the Royal Navy and of the Coastal Command scored a signal victory over U-boats in the first major convoy operation carried out in the Atlantic by one of the new escort aircraft-carriers. The battle lasted several days, and an important part in the fight against the U-boats was played by naval aircraft from the escort-carrier, H.M.S. *Biter*. Altogether twelve U-boats were sighted by the aircraft, who shadowed the enemy submarines on the surface and guided the escorts to them by radio. Those U-boats outside the immediate range of the surface ships were attacked by the aircraft, who made their attacks in face of fierce A.-A. fire from the submarines. Some of these U-boats probably never even saw the convoy. During the course of the five-day battle the aircraft "'B' for Baker" sighted a U-boat about six miles away. The U-boat began to dive and the aircraft dropped depth-charges. It was a good attack, and fifteen minutes later a few bubbles were seen. Shortly afterwards H.M.S. *Broadway* arrived and made several depth-charge attacks. Later she signalled to say that she considered the U-boat had been sunk. When this was announced through the loud-speaker system everyone aboard the vessel cheered

A New Phase in th ATLANTIC BATTL

The U-boats are Forced Below the Surface by Our New Tactics

THE CREW OF A U.S. COASTGUARD CUT after an epic encounter with U-b in the North Atlantic. One of the dramatic stories of anti-submarine action told in this war was disclosed when the Am Navy announced that the U.S. Coastguard C *Campbell* depth-charged five German U and rammed, shelled and sank a sixth large U-boat in a fierce twelve-hour running fight a Nazi U-boat wolf-pack in the North At The *Campbell* was disabled in the fight, an Polish destroyer *Burza*, a veteran of D stood by her and took off the *Campbell*'s c The *Campbell* was towed to an Atlantic for repairs. In the picture above, the cr the disabled cutter *Campbell* are seen bo the Polish destroyer *Burza*

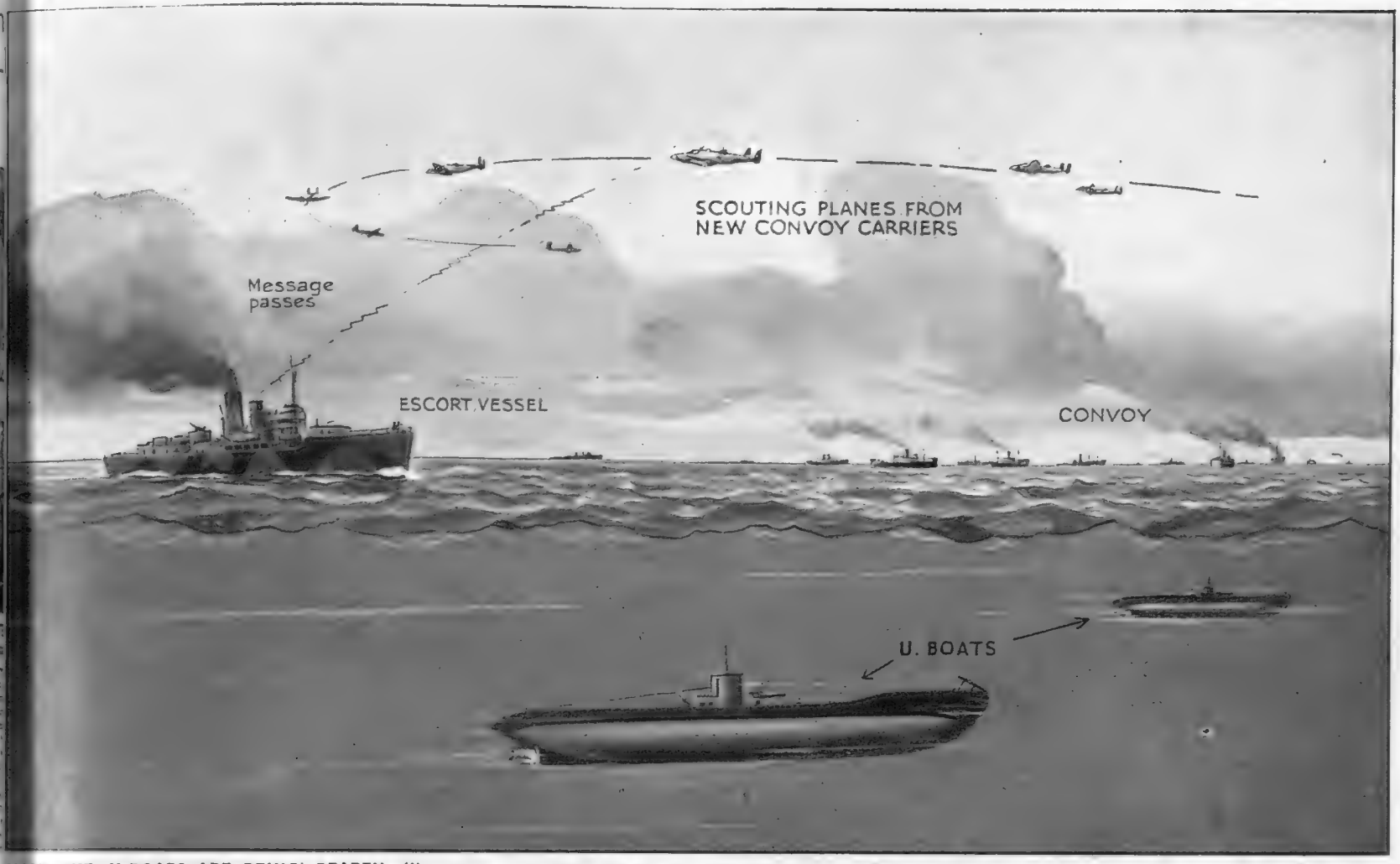
By the combined air operations and surfac craft activity by convoy escorts, the U-boa has been forced to keep below the surfac This will mean that U-boats will only b able to creep to the surface as far as periscop level. The German captain will hast sweep the horizon and as much of the s as his periscope allows. The eyepiece in which he looks may be some 30 ft. belo the head prism: the latter is usually of lenticular total-reflexion type. It swee round in response to the movement of th handles at the lower end of the periscop tube. A number of lenses are introduce between the two prisms for the purpose o concentrating and clarifying the vision, whic is passed through the lower prism to the eye piece. In construction this is very muc like a short telescope. Should the sea b calm when the periscope emerges, th commander will get a useful survey of hi surroundings; but should there be a hea swell his vision may be dangerously curtai

MORE PERISCOPE WORK BY THE U-BO They can no longer remain above w for long periods owing to our com sea and air operations (See notes ab

On left—

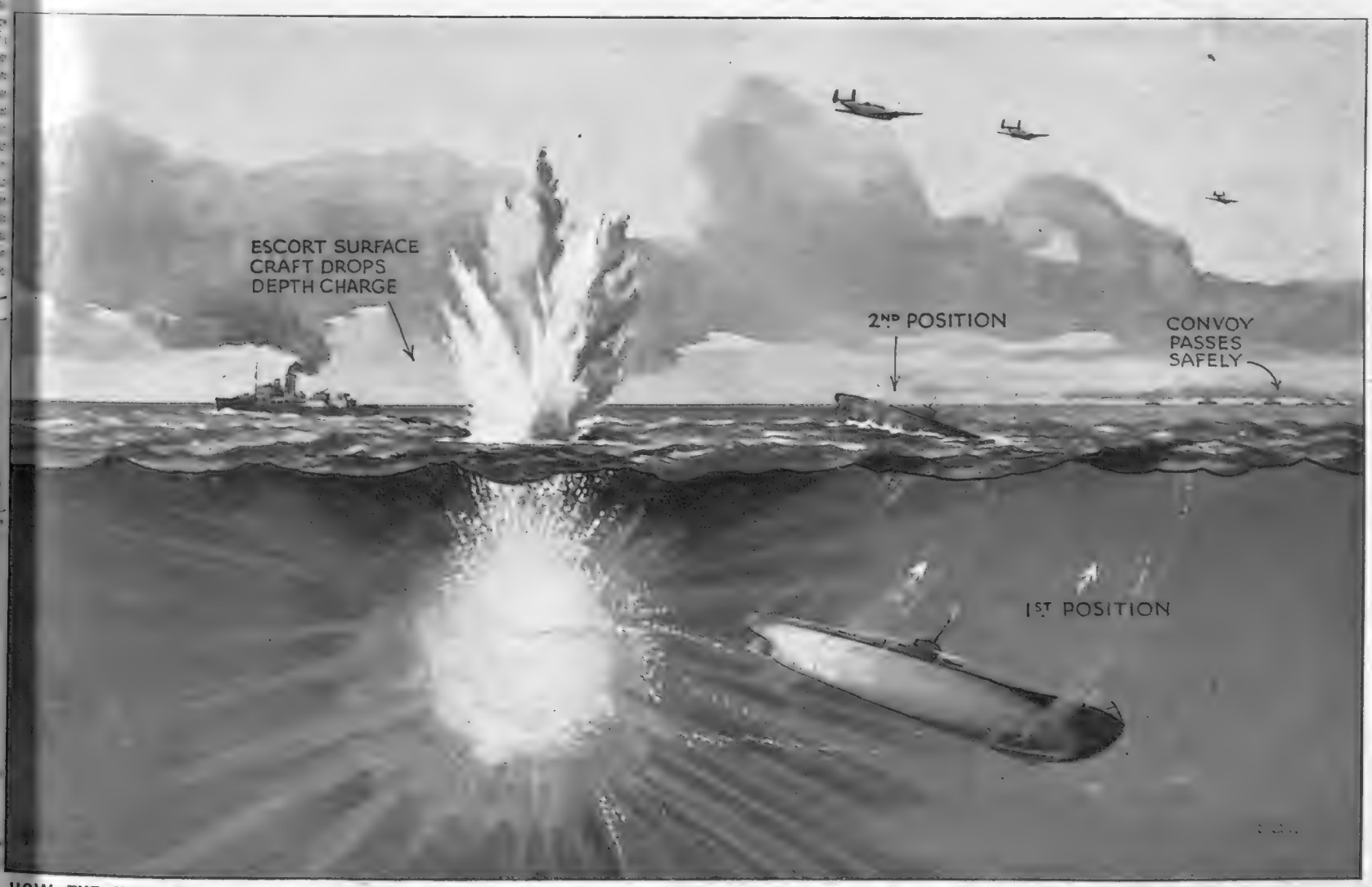
CO-OPERATION BETWEEN THE MERCHANT NAVY AND THE R.A.F.

A new scheme of liaison between officers of the R.A.F. and skippers of the Merchant Navy is helping the work of convoys and their protection. The skippers go for flights in the Channel, and in turn the R.A.F. officers take trips in the cargo ships they protect. In this way each gets a realistic idea of the other's work and co-operation is facilitated. This picture, taken over the charts in the skipper's cabin, shows William Donald, aged thirty-eight, of Middlesbrough, who has been twenty-three years at sea and a master since 1930; Navigating Officer Laurie Lowther, aged twenty-nine, of Northallerton, who helped in the Dunkirk evacuation; Flying Officer Sidney Francis Layton, aged thirty-two, a Coastal Command navigator; and Flying Officer J. A. Campbell, aged twenty-two, of Ontario, Canada, a Coastal Command pilot. The two R.A.F. officers sailed with the convoy on this ship



HOW THE U-BOATS ARE BEING BEATEN (I): TWO U-BOATS WORKING TOGETHER ARE SPOTTED BY SCOUTING PLANES flown from the deck of one of our new "Escort-Carriers." A message immediately passes to one of the convoy escort vessels—and the hunt is then on!—*Drawing by E. G. Lambert*

Co-operation between aircraft and escort vessels is now working well: here is an instance from the recent five-day battle in which H.M.S. *Biter* played so large a part. "It was an ideal example of co-operation," said the official communiqué. Aircraft "A" for "Able" sighted a U-boat steering away from the convoy. He used cloud cover to shadow the submarine, and at the same time directed the destroyer *Pathfinder* towards her: "A" for "Able" gave her instructions by radio, telling the surface craft to steer more to port or starboard, and the conversation could be heard throughout the convoy. The U-boat at the time was unaware of what was going on, but she must have spotted the destroyer about four miles off, because she dived. Immediately she started to go down the aircraft came out of the clouds and made a depth-charge attack. It is thought that she damaged the U-boat. Every U-boat which had put her head up during the great five-day battle in which *Biter* participated was attacked either by aircraft or surface craft, and they were never able to make an attack on the convoy! Mr. Churchill's recent speech, in which he spoke of the progress of the Battle of the Atlantic, has underlined the success of our new counter-U-boat measures



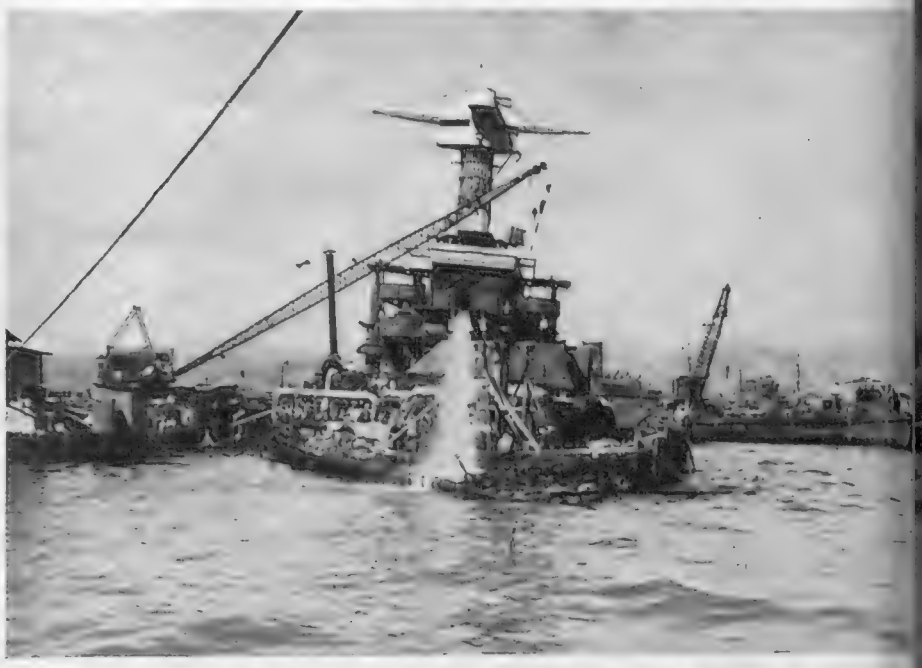
HOW THE U-BOATS ARE BEING BEATEN (II): THE ESCORT VESSEL ARRIVES AT THE SPOT INDICATED BY THE AIRCRAFT and begins to drop her deadly depth-charges. The U-boat now must concentrate on her own preservation: she will, in any case, stand little chance of carrying out an attack on the convoy, which steams steadily on: indeed, she will be lucky if she is not soon blown to the surface!—*Drawing by E. G. Lambert*

WARTIME DEVELOPMENTS in the UNITED STATE

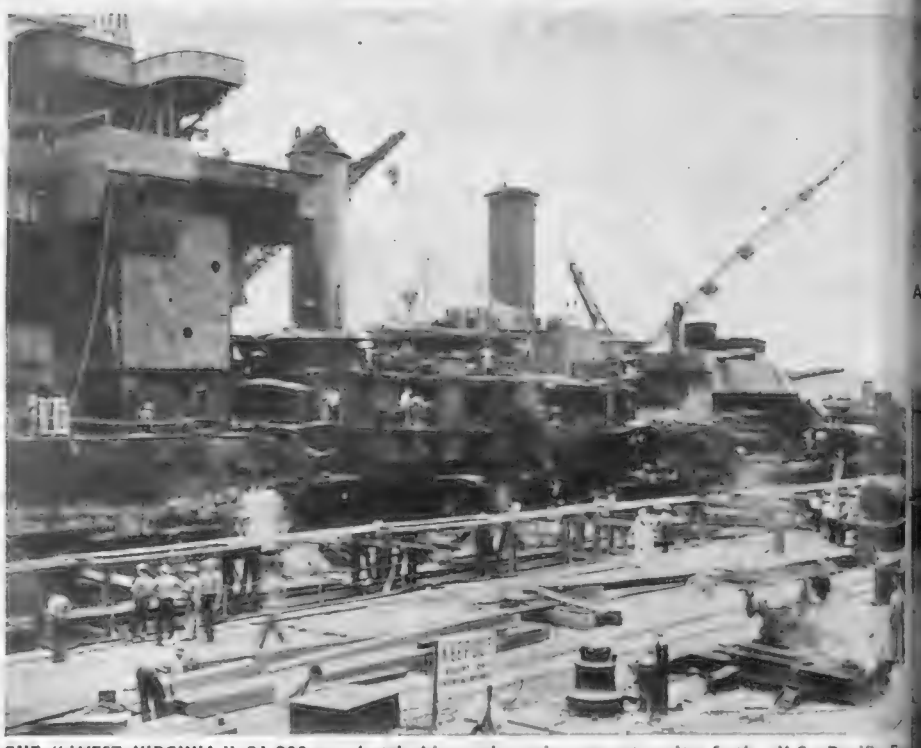
RACIAL RIOTS IN DETROIT: Cars entering the "fighting zones" during the widespread race riots on June 21 were attacked and often overturned if they belonged to negroes

A WOMAN PASSENGER climbs out of the rear window of a tram in Detroit, to get out of the way as the mob halts the car to take negroes off during the race riots

A CROWD GATHERING ON THE MAIN STREET OF THE CITY is dispersed by tear-gas as the police break up the mobs. Twenty-eight people were killed and several hundreds injured



THE BATTLESHIP "CALIFORNIA" IS SALVAGED AT PEARL HARBOUR: A bow-on view of the main deck of the 32,600-ton warship as she broke water on coming to the surface. She was one of the nineteen vessels hit by the Japs during their treacherous att



THE "WEST VIRGINIA," 31,800-ton battleship and an important unit of the U.S. Pacific Fl in dry-dock at Pearl Harbour: she has since been repaired. As recently recorded in t pages, nineteen ships were hit by the Japs during their attack on the U.S. Fleet at anchor at Pearl Ha All but two or three of them have now been salvaged, and most have been back on active service some time. Two of the bigger units are seen in the pictures above, which have just arrived in country. The *California* is a 14-in.-gun battleship launched in November 1919; the *West Virginia* launched in November 1921. On December 7, 1941, the fleet inside Pearl Harbour was all but obl hard work and scientific application have borne fruit, however. Colonel Knox was able to declare a days ago that, since the treacherous attack, America "had wrought a miracle" and now had the powerful fleet in the world in actual commission

THESE THREE CARS, OWNED BY NEGROES, WERE TURNED OVER ON JOHN STREET, AT THE OUTSKIRTS OF THE NEGRO QUARTER OF DETROIT

On June 21, in the great industrial city of Detroit, the worst outbreak of racial rioting since the U.S. entered the war took place. It is thought that Axis agents may have been responsible for inflaming public feeling; but some responsible observers attribute the riots to the great influx of negroes into the city to participate in the enormous war effort. Twenty-eight people (twenty five of them negroes) were killed, 700 were injured and 1,300 were arrested. The damage to negro homes and businesses is said to run into hundreds of thousands of pounds. The riots began after a fight between a negro and a white man: at once all sorts of wild rumours to circulate through the city. As the police were unable to stop the fighting, troops brought in at the request of the Governor. These men arrived in full battle equipment, reinforce the 3,500 police. Whilst the riots were in progress, savage fighting took place in negro quarter and extended as far as the City Hall. Motor-cars were overturned and set on windows were smashed and shops were looted all over the city

AT AMERICA'S GREAT NAVAL BASE IN THE ALEUTIANS: The scene at Dutch Harbour as a U.S. submarine comes in to dock after a cruise in Japanese waters, during the course of which she netted three warships and two merchant vessels

Far away to the north, and west of the Alaskan shoreline, is the great U.S. base of Dutch Harbour. From this point vessels of the American Navy have been hitting at the Japs in the Aleutian Islands and, farther afield, along the Japanese shipping routes. The harbour is located in the Fox Islands, one of the groups in the Aleutian chain: it has been developed considerably during recent years, although very few details have been published of the uses to which it has been put by the American Fleet. It probably figured as one of the bases for the U.S. warships which took part in the recent operations which resulted in the American occupation of Attu and Amchitka Islands within this area

GERMAN PRISONERS OF WAR AT WORK IN KENTUCKY. This road gang is digging a ditch in the Internment area at Camp Breckinbridge, in the State of Kentucky. There are no Italian prisoners at this camp, since members of the two Axis nations are interned separately. The average prison camp houses about 2,000 men and requires the services of about 500 officers and soldiers, who are housed outside the internment area. Presumably, the majority of these men come from North Africa

RADAR, THE NEW SCIENTIFIC WEAPON IN THE WAR AGAINST THE AXIS. The electronic equipment nearing completion for use in the American Navy

MAKING RADAR EQUIPMENT FOR THE U.S. NAVY: Women who formerly worked on radio equipment for civilian use are here assembling the new apparatus in a General Electric plant in New England

Radar is the newest "hush-hush" weapon which the Allies are using in the war against the U-boats: it consists of electronic equipment which sends out ultra-short waves which are reflected back on receivers, and thus reveal hidden ships and aircraft, their speed and their direction of travel. Radar played a telling role during the American campaigns on Attu Island in the Aleutians, in the Pacific war zone and in North Africa. The use of this apparatus was envisaged as long back as 1922, when the U.S. Navy Department received a memorandum on the subject from Mr. Leo C. Young. To-day, in the New England factory of the General Electric Company, a large staff are engaged on the work of manufacturing sets of equipment for use in the U.S. Navy. These sets are based on researches which have been steadily carried out by experts in the Washington Naval Research Laboratories since the year 1929

MR. LEO C. YOUNG, who wrote a memorandum to the Navy Department in 1922 outlining the possible naval uses of radio-detection equipment

SALUTE TO MALTA

Visited by the King on Sunday, June

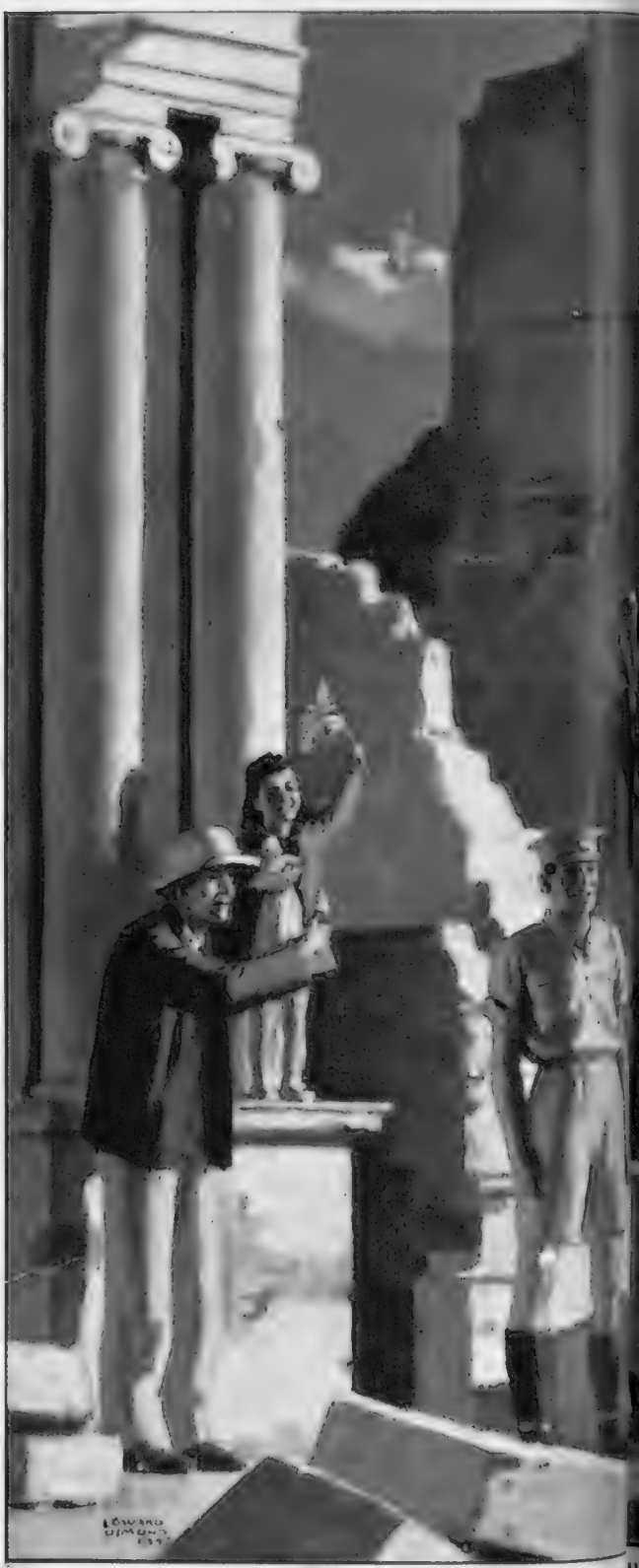
Some Historic Scenes in the L
of the George Cross Islande

HIS MAJESTY THE KING SALUTES THE GEORGE CROSS ISLAND : As the cruiser "Aurora" enters the Grand Harbour on June 20, the King, standing before the bridge, raises his hand in salute. On Sunday, June 20, his Majesty visited Britain's island fortress in the Mediterranean. He crossed from North Africa in the famous cruiser *Aurora*, and was met by Lord Gort, V.C., Governor of the island. During the visit, the King toured some of the most-bombed parts of Malta, accompanied by the parish priests. The streets of Valetta were crowded as he drove through the town to visit the Palace and to inspect the George Cross which he had previously presented to the island

THE GEORGE CROSS IS RECEIVED BY MALTA in an impres ceremony. The Cross was awarded on April 17, 1942, for the pe bravery under intense air bombardment : it arrived in Malta later George Borg, the Chief Justice, received it from the hands of Lord the Governor. Here the latter is making the presentation, together the King's letter which accompanied the Cross. It is now am the island's proudest possessions

MALTA CELEBRATES THE TWENTY-FIFTH BIRTHDAY OF THE R.A.F., and pays tribute to the saviours of the much-bombed island. On April 1, 1943, the R.A.F. celebrated its twenty-fifth birthday. To mark the occasion, armament and equipment were displayed in Castille Square, Valetta. Non-commissioned officers of the Air Force maintenance organisation were in charge of the exhibits and acted as guides to the crowds which thronged to visit the displays. The most popular of these was "Nicko," a Spitfire aircraft : children queued all day to get a close-up view of one of the machines which helped to save the island during the peak of the blitz

HOW THE YOUTH OF THE ISLAND CELEBRATED THE FALL OF TRIPOLI : News of the capture of the Italian capital in North Africa by the Eighth Army spread rapidly throughout the island. Within the space of an hour the streets were gay with flags and bunting ; and the children paraded the main thoroughfares waving the flags of the United Nations



THE BRAVE CITIZENS AND SOLDIERS OF MALTA TURN
by the Axis has aroused the admiration of the whole

HIGH PONTIFICAL MASS IS CELEBRATED ON THE ISLAND, where religion plays a very important part in the islanders' life. This picture was taken in February 1943: it shows the High Pontifical Mass celebrated by the Right Rev. Monsignor Emmanuel Galea, Titular Bishop of Tralles in Asia. This was held to commemorate the arrival of St. Paul in Malta in A.D. 62 and the conversion of the inhabitants to Christianity. The Mass was celebrated with all the pageantry of the seventeenth century. For the first time since war began the Church of St. Paul was ablaze with lights, and priests in their silver brocaded robes moved about the brilliantly lit altar. The church was packed, and in every available spot women clad in the faldetta knelt in prayer. The islanders are intensely religious, and take every opportunity of attending important church services and displays

A CHURCH SERVICE ON A HIGH-SPEED LAUNCH OFF MALTA. This was the first of its kind ever held off the island, at the beginning of this year. It was conducted in one of the famous high-speed launches operated by the R.A.F., which had helped to rescue sixty-two men from the sea in the course of two years—members of air crews defending the island, who had been shot down by the enemy into the sea. The service was conducted by Squadron Leader the Rev. J. C. Harkus, who some years ago played football as a professional for Sheffield United. The master of the launch was a Flight Lieutenant from Felixstowe: above he is reading the Lesson

HEER THE KING DURING THE ROYAL VISIT TO THE ISLAND LAST MONTH: An artist's tribute to the men and women whose conduct during months of terror raids :luded in this picture are Maltese soldiers, Boy Scouts, women Civil Defence workers and members of the British Armed Forces stationed on the island during the of the blitz: behind them are the ruins of once-ancient and proud buildings—*Drawing by Edward Osmond*

THE DEVASTATION OF WUPPERTHAL

After the Bomber Command Attack on the Night of May 29

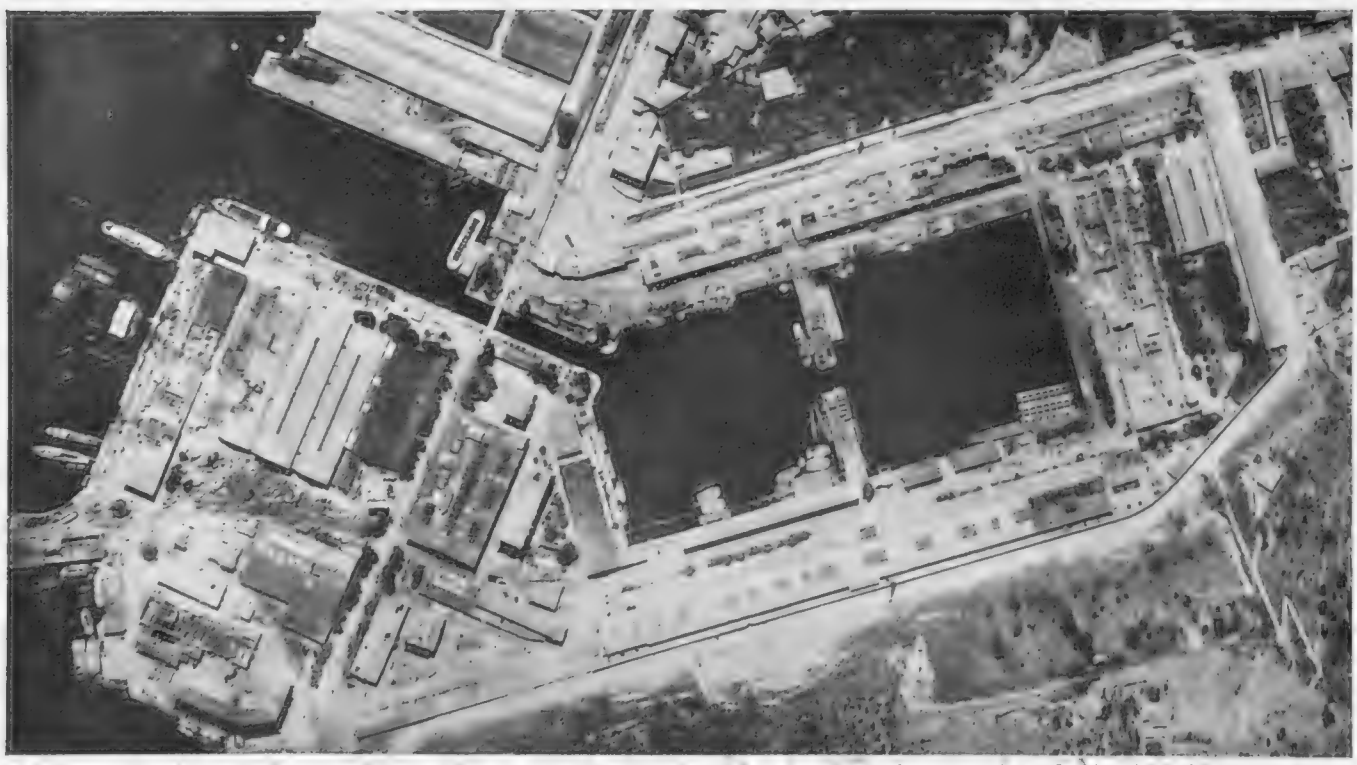
—And Two Pictures of the Damage Wrought at Spezia by the "Round-Trip" Lancasters

On the night of May 29-30, the Ruhr town of Wupperthal experienced for the first time the full weight of an R.A.F. Bomber Command "saturation raid." This was the first occasion on which Wupperthal has been selected as a specific target in the Battle of the Ruhr, and reconnaissance photograph now available shows how thoroughly the town—home of many comparatively small, but highly skilled industrial concerns—was given a baptism of fire and high explosive. The greatest weight of the attack fell on the Barmen area (Elberfeld, the other part of the town, received its turn later!), and preliminary examination of the reconnaissance photographs showed that, in this district alone, upwards of 1,000 acres had been devastated.

Wupperthal is, in fact, two towns—Barmen and Elberfeld, which were amalgamated in 1929. Together they have a population of 411,000, and they are of about equal size. One thousand acres of devastation in a town of 200,000 inhabitants means to all intents and purposes that the town has disappeared! There is now almost as much destruction here as in Dusseldorf (of which we gave a striking panoramic view in last week's issue), but Dusseldorf is more than twice the size of Barmen. No industrial town in Germany has, up to the present, been so completely wiped off the map.

To effect the damage shown in the picture on the right, a load of well over 1,500 tons of bombs was dropped. The Germans did everything they could to stop our bombers on the way out over the Ruhr, but over Wupperthal itself the defences gave out. The figures on the photograph indicate the areas where the following industries were formerly located: **1**—The industrial and commercial centre; **2**—foundry workshops; **3**—wire and sheet metal; **4**—dyes and artificial silk; **5**—Machinery workshops; **6**—numerous small factories; **7**—tubes, sheet-metal bands and wire; **8**—numerous factories; **9**—textile machinery; **10**—power-station.

IN WUPPERTHAL TO-D[...] and spinning-mills. The [...] to the right of the railw[...]

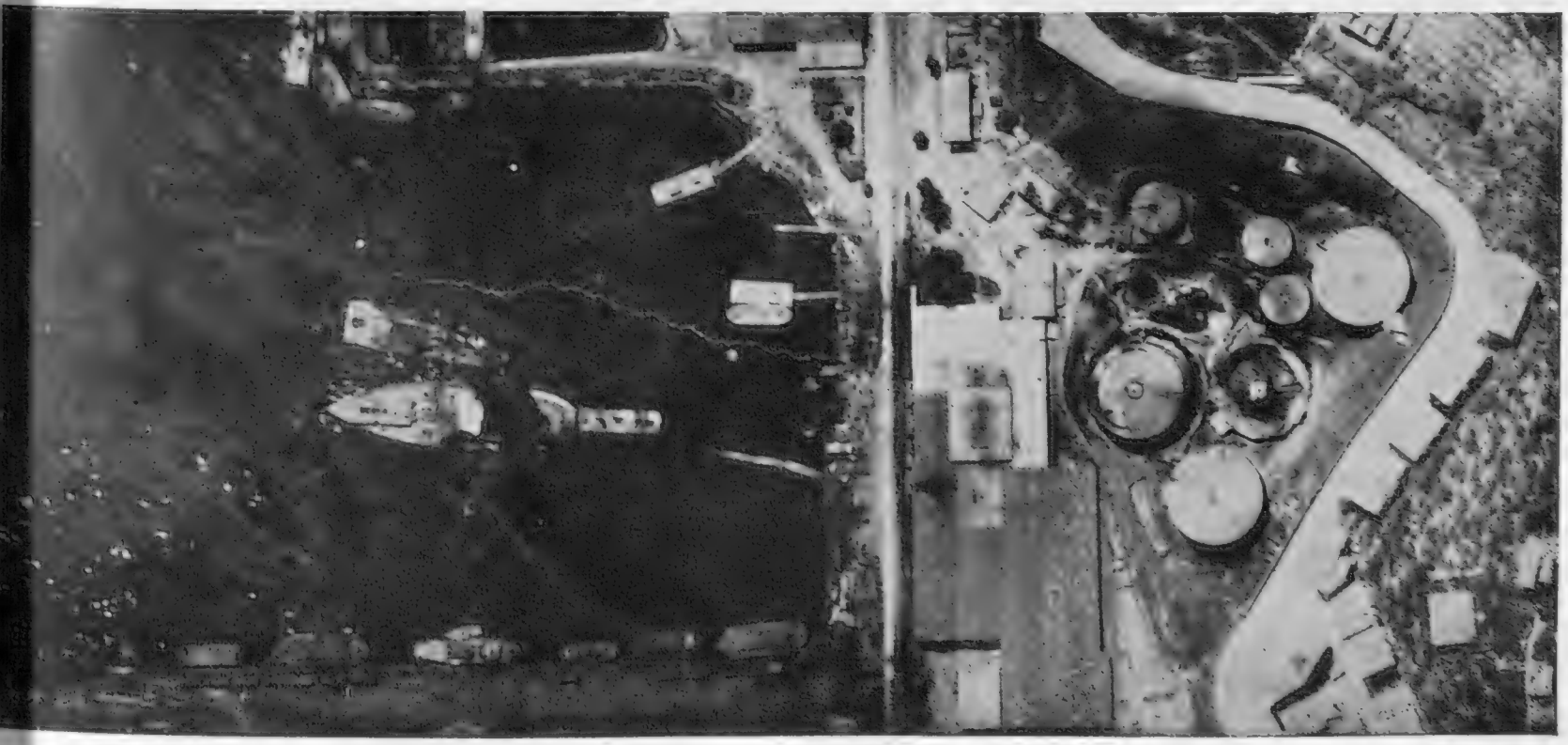


AFTER THE BOMBING OF SPEZIA, THE ITALIAN NAVAL BASE, by Lancasters which made a "round trip" to North Africa: Heavy damage to the San Vito Arsenal (on the right) and the naval workshop may be seen in this reconnaissance photograph. Buildings in the arsenal which suffered in the raid include the smithy and the large gun factory

The Lancaster bombers [...] attacked Friedrichshafen o[...] night of June 20 did not [...] direct to Britain: they flew [...] North Africa. On the ni[...] June 23 they came back, [...] of Spezia. What they [...] at this Italian naval base [...] vealed by reconnaissance [...] graphs, two of which are [...] duced here. Considerable d[...] was done to the arsenal a[...] workshops: close to the [...] oil storage tanks have been [...] out, and the hull of the [...] class cruiser (believed to hav[...] hit in an earlier raid) is seen [...] almost totally submerged. [...] is about 700 miles from L[...] by using the North Africa[...] the Lancasters extend[...] range and made both attac[...] Friedrichshafen and Spezi[...] out loss.

On right—
OIL STORAGE TANKS B[...] OUT AT MAROLA, a thi[...] a mile from the San [...] establishments. The [...] merged vessel is a Regol[...] cruiser, believed to have [...] hit during an earlier [...]

THE AREA COVERED BY THIS PICTURE IS TWO-AND-A-HALF MILES ACROSS BY A MILE DEEP. Within this space there are many gutted and blasted small factories Barmen railway station is seen in the lower left centre; the dark, snake-like line running from the top to almost the bottom of the photograph, alongside and an elevated transport railway built over a canal and following it from Barmen to Elberfeld: the latter is the second of the two towns of Wupperthal



HITLER'S AREA OF DEFENCE—THE SO-CALLED "FORTRESS OF EUROPE." rendering the strong defensive forces within the Fortress mobile. this is likely to prove a serious problem for the Nazis *(See notes at right)*

How the German railways must face the task of Especially in Italy and within the Balkan States,

WHERE will the BLOW FALL?

Vulnerable Spots in Italy which May Expect an Invasion when the Allied Forces Move

With a series of special Sphere *maps and n*

The overlordship of Europe has brought its c danger, with the result that fortifications h been rushed up everywhere. Norway was first to receive special attention, and now Atlantic Coast of all of France is said to be co plete. The Führer's order that every soldier the coast was to be given shellproof cover has be carried out—owing to the strenuous effort throu out last winter, and the exploitation of forced lab from the occupied countries. The coast of Belg is said to be one long blockhouse, with und ground communication between houses. Eva tion from much of the Dutch coast was ord some months ago.

But strong and elaborate as fortifications n they are not enough to withstand a very determ attack. Hitler realises this and has announ that mobile forces are in readiness to be r to any danger spot. This will require railway the movement of large numbers of troops munitions by road is too expensive in petrol.

How is the Fortress of Europe supplied these all-important railways? There is a network of railways in Germany and in the n of France, troops could be easily moved in direction. But in the southern area railways fewer, and all tend to move north and s with few linking lines to east and west. Italy a good service in the north, but peninsular has only long north and south lines, close to coast, and therefore very vulnerable. The Balk have few railways, the only really efficient being the old Orient Express through Belgr Sofia, to Istanbul. These southern railways been worked hard during the past months.

Not only railways are required, but locomot and general rolling-stock are vitally import Germany was short of engines at the opening war. She made good by robbing the occu countries, particularly France, from whom looted 150,000 trucks and 3,000 locomo soon after the armistice, and she has continued demands ever since. In spite of this, Ger has been requiring ever more engines and tr Priority has been given to the building of l motives, and hopes are entertained that s 6000 can be turned out in a year. The e are required to pull heavier trains, each truck loaded far above its ordinary capacity. This re in constant breakdowns, the axles snapping u the strain. Yet somehow, with the forcefulnes German energy, and the labour of deported wor from the enslaved countries, the railways managed to fulfil their task, and there has be real breakdown yet.

An invasion, however, would make an add strain upon the overtasked railways, if some or twenty divisions had to be moved in great ha It has been calculated that it would take a 800 trains to move ten divisions. Can Hi find these trains, even with the increasing nu coming from the factories? The R.A.F. have b bombing marshalling yards, concentrations locomotives, sidings, goods trains and all transport, for some time past. Germany is with the urgent necessity of keeping her rail in good order and well supplied with locomo and trucks, and she is well aware that she hope to face anything like multiple invas predicted by President Roosevelt, unless railways are running easily

On left—

ITALY AND THE DODECANESE ISLANDS she evacuate these now far-off outp They are separated by dangerous sea ro and may soon be surrounded by hostile a

This group of islands lies off the Turkish but the great majority of its inhabitants ar Greek origin. They came into the possessio Italy in April 1912, during her war with over Tripoli: in 1920 they were handed to G but in August 1924 they again came under rule, and have remained so ever since that the 115,000 Greeks have throughout the Italianisation of the islands, they are to have been considerably fortified by the occup Now, however, the Dodecanese are largely c from Italy: the sea routes are dangerous, and the islands may be surrounded by hostile sh on every hand—to say nothing of possible at attacks by Allied aircraft on the main fortifica German radio propaganda has recently directed towards possible developments: a statements have been made that the Italians evacuated or are contemplating evacuation Castelrosso, the easternmost island. This is of the Mediterranean which may well be wa when the inevitable invasion moves com

THE "BOOT" OF ITALY, WHICH THE DUCE HAS DECLARED TO BE A DANGER AREA. Already the main points within this region have received the attentions of Allied bombers, and more attacks will undoubtedly follow

In addition to the numerous air attacks on Sicily, Allied aircraft have also been turning their attention to what is known as the Boot of Italy. This district, which lies south of the line drawn between Naples and Monte Gargano, is one much less penetrated by the tourist than the more famous district lying to the north. It contains a large number of interesting towns of no little historic interest and artistic appeal. A large number of them are placed on high ground, with ancient castles crowning the view.

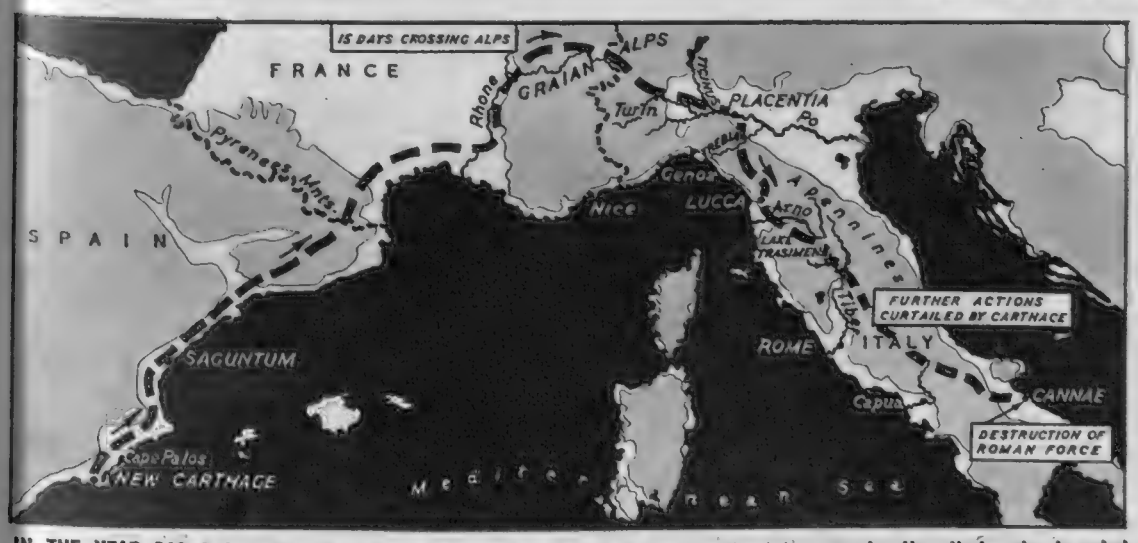
The area contains the important ports of Bari and Brindisi, and the naval base of Taranto. At its southernmost tip lies Reggio, the ferry port for Sicily. Along its western side stretches the long ridge of the Southern Apennines. The coastline is often bare and rocky, as viewed from the sea.

Although most of the buildings which link the district with the past are Norman or Gothic in origin, there are not a few relics of Ancient Rome to be found within the district. Trajan's Triumphal Arch at Benevento is one of the best preserved. In the area of Potenza, Doric temples may be discovered. One of the most picturesque areas of the whole of this Boot of Italy lies in and about Cosenza.

HOW THE HEAVY EQUIPMENT WILL BE TRANSPORTED. A Sherman tank being backed on to a Tank-Landing Craft from a rocky beach during intensive exercises held along the coast of North Africa. For these exercises some of the most difficult beaches in the area were selected, so that the Army and Navy could become acquainted with the actual conditions under which landings in the Mediterranean area may have to be made

AFTER A BRIDGEHEAD HAS BEEN ESTABLISHED ON THE ENEMY COAST, landing craft bearing Jeep cars come in so that the troops on the shore may be quickly reinforced

HANNIBAL'S ARMY, WITH ITS ELEPHANTS, CROSSING THE RIVER RHONE. He defeated the Roman expedition sent to hold him in check and then went on to cross the Alpine passes



IN THE YEAR 218 B.C.: How Rome was approached by the great Carthaginian warrior Hannibal, who invaded Italy from his base at New Carthage, in Spain, by way of the Alps, which were crossed in fifteen days

In the year 218 B.C., the great Carthaginian warrior left his base at New Carthage, in Spain, with 90,000 foot, 12,000 horse and 37 elephants, crossed the Pyrenees, gained the Rhone, defeated the Gauls, and crossed the Alps in fifteen days, in the face of almost insuperable obstacles. His troops, reared under African and Spanish suns, perished in thousands amid ice and snow. On the Italian side, he had but 20,000 foot and 6,000 horse; but he overcame the Taurini, forced Ligurian and Celtic tribes to serve in his army, and at the Ticinus drove back the Romans under Scipio. The first great battle was fought in the plain of the Trebia, when the 40,000 men of the Roman consular army were either cut to pieces or scattered in flight. Wintering in the valley of the Po, in spring Hannibal crossed the Apennines, wasted Etruria with fire and sword, and marched towards Rome. In the spring at Cannæ, on the Aufidus, he utterly destroyed another Roman army of 80,000 men. But after Cannæ the tide turned. For four years Hannibal stood at bay in the hill-country of Brittium, till in 202 he was recalled to Africa to repel the Roman invasion

THE GREAT BOMBING ONSLAUGHT

The Battering of Both Axis Partners by the R.A.F., Whose Attacks are Growing Stronger Each Week

—Special Sphere Drawings and Diagrams

Among the most recent targets of Allied aircraft in Sicily is the port of Syracuse, which was bombed in moonlight by the North African Air Force. There are two harbours at Syracuse, the smaller lying to the east of the peninsula upon which is packed the old city behind its ancient walls. To the west lies the bigger harbour, which has been the port of call for steamship lines during peacetime.

The more modern extensions of Syracuse are grouped on the mainland to the north of the old city. These modern buildings lap around the shores of both harbours. The harbour station lies close to the shore. The military importance attached to Syracuse would appear to be evident from the fact that a recent Italian map of Sicily shows two areas, one enclosing Augusta, a smaller port, in form not unlike Syracuse, lying to the north, and another lying to the south of the port of Syracuse. Not only is Syracuse one of the oldest, it is also one of the most picturesque cities in the Central Mediterranean. Founded [illegible] 734 B.C. by colonists from Corinth, the small colony settl[illegible] on Ortygia, rapidly growing and spreading on to the mainla[illegible] increasing in size and in wealth. As it grew in importanc[illegible] it became a city State, independent of the motherland a[illegible] relying upon itself. It was constantly at war with t[illegible] Carthaginians, who owned the western half of Sicily, b[illegible] was never conquered by them.

Syracuse, along with the rest of Sicily, has had many fore[illegible] rulers since the Romans. The Byzantine Empire held it fo[illegible] period, then came the Saracens in 875, who robbed the city [illegible] all its wealth and then began a systematic destruction, fin[illegible] setting the place on fire. From this brutal act the city ne[illegible] recovered its political power, but it remains the richest a[illegible] most interesting place in all Sic[illegible] for its marvellous ruins, recall[illegible] the glory of Greece.

The Greek theatre on t[illegible] rocky hillside was the largest [illegible] its kind; the semi-circle of t[illegible] auditorium is still complete, a[illegible] from its topmost rows one c[illegible] see the city lying below w[illegible] against the blue sea. Above t[illegible] theatre is the Street of Tom[illegible] cut out of the solid rock, w[illegible] niches for urns, and away a l[illegible] to the east are the remains of t[illegible] Roman amphitheatre, built abo[illegible] the time of Augustus. T[illegible] classical student will linger amo[illegible] the ruins of Greece picturing t[illegible] days when Æschylus, Pindar a[illegible] Plato walked among the sun[illegible] streets, but for sheer picturesq[illegible] ness the island of Ortygia, w[illegible] its narrow streets filled with [illegible] medley of architectural perio[illegible] takes pre-eminence. There a[illegible] to be found Greek, Sarac[illegible] Norman and Spanish remi[illegible] from the cathedral, which i[illegible] corporates a Greek temple, wi[illegible] lovely fluted columns, to narro[illegible] alleys where one finds a Spani[illegible] balcony projecting over the ro[illegible] way, or discovers some rich do[illegible] way or beautiful, carved windo[illegible] The castle at the tip of the isla[illegible] Castello Maaiace, named ab[illegible] the last Byzantine General, h[illegible] been much altered by the Norm[illegible] rulers of Sicily, who lived th[illegible] when visiting Syracuse. T[illegible] fine gateway was erected in 1[illegible] after the defeat of the Saraca[illegible]

St. Paul spent three days [illegible] Syracuse on his journey to Rom[illegible]

THE GIANT BRITISH LANCASTERS KEEP THEIR PRIDE OF PLACE AMONGST OUR BIGGEST BOMBERS: An incident during the attack on Oberhausen, showing what happened when a 4,000-pounder was dropped square on the already blazing target—*Drawing by Roland Davies*

Oberhausen is the fifth most important industrial town in the Ruhr: it has a population of 192,000 and its factories include an iron-and-steel plant covering an area of 500 acres, a large coking and by-product plant and the Deutsche Babcock and Wilcox boiler works. When it was attacked on June 14, "Minnie the Moocher" was one of the big Lancasters taking part. The aircraft was attacked and damaged by three or four German fighters ten minutes before reaching the target: despite considerable damage, however, the pilot flew on for 30 miles until the already blazing town was directly below. He then dropped his 4,000-pounder right in the heart of the fire and saw building after building disintegrate. The Lancaster is the product of the Avro Company: beyond that it is a four-engined bomber, no details of its performance or capacity are available for publication. Almost since its inception, it has been in the very forefront of our bombing assault

The Tactical Air Force

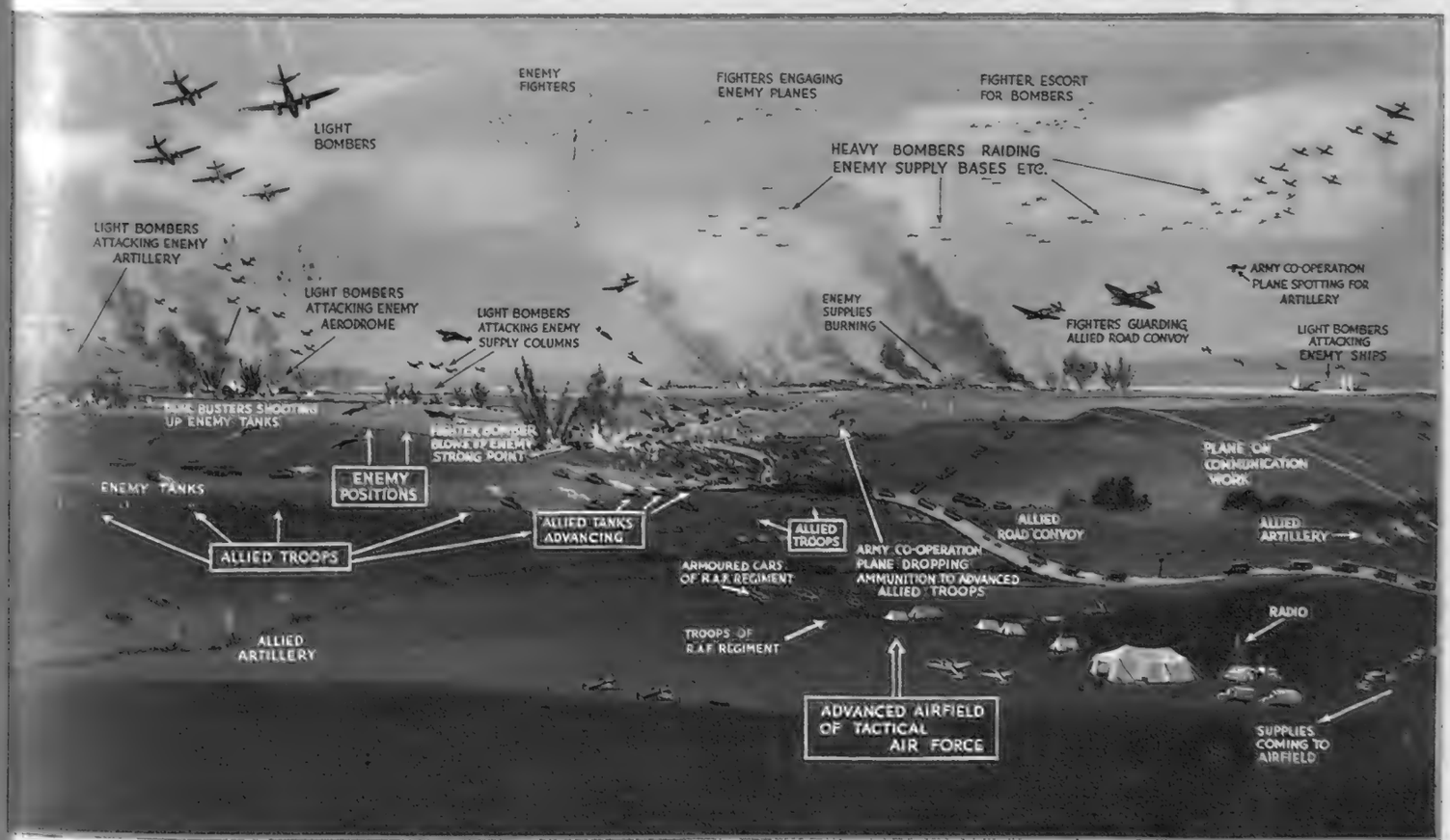
As a result of experience gain[illegible] in the air fighting in Nor[illegible] Africa, the Air Ministry rece[illegible] announced certain import[illegible] measures of reorganisati[illegible] which have now been effected [illegible] the Metropolitan Air Force. T[illegible] Army Co-operation Comma[illegible] which was formed in Decem[illegible] 1940 to organise, experiment a[illegible] train in all forms of land a[illegible] co-operation, has been merg[illegible] into a Tactical Air Force a[illegible] signed to work with the Army [illegible] the field. The organisation o[illegible] this force conforms closely wi[illegible] that of the Tactical Air For[illegible] under Air Marshal Sir Arth[illegible] Coningham in North-West Afri[illegible]

The Tactical Air Force [illegible] located in Fighter Command [illegible] order to ensure close integrati[illegible] of the work of the tactical reco[illegible] naissance aircraft and lig[illegible] bombers with that of the ma[illegible] fighter force. It is commande[illegible] by Air Vice-Marshal John He[illegible] D'Albiac.

Some months ago the Prim[illegible] Minister directed that immedia[illegible] steps should be taken to prepa[illegible] the Metropolitan Air Force t[illegible] take part with the Army in larg[illegible] scale operations, and that th[illegible] organisation to be adopted f[illegible] this purpose should follow close[illegible] that which was proving so su[illegible] cessful in North Africa.

As a result of the ma[illegible] valuable lessons learnt and th[illegible] further experience which w[illegible] gained as operations progress[illegible] in North Africa, the origin[illegible] organisation has now been re[illegible] shaped and expanded so tha[illegible] all the appropriate squadron[illegible]

THE PORT OF SYRACUSE AND THE AIRFIELD OF BISCARI, ON THE ISLAND OF SICILY, BOMBED BY AIRCRAFT FROM NORTH AFRICA. Syracuse, with its two harbours, is one of the most ancient and historic cities of the mid-Mediterranean. The old city lies on a peninsula, known as Ortygia to the ancients: on the plateau to the west are the remains of the ancient fortress which once guarded the town. The town of Augusta lies at the end of the next spit of land in the above drawing, with Mount Etna in the far middle distance. The airfield at Biscari, shrouded in smoke from fires caused by Allied bombs, is seen away towards the left—*Drawing by W. G. Whitaker* (See notes at left)



A NEW ARM OF THE R.A.F.—THE FORMATION OF THE TACTICAL AIR FORCE, located in Fighter Command, and incorporating the former Army Co-operation Command. A diagrammatic exposition of how the new force will operate—*Drawing by Roland Davies*

in the Metropolitan Air Force can be passed through it and trained to the necessary standard. Army Co-operation Command was formed about 2½ years ago to organise, develop and train in all forms of land/air support, and it is largely thanks to its efforts that the present standard of direct-support technique has been reached. But now that we are passing from the stage of development to that of action, this Command, as hitherto constituted, is no longer required. It has therefore been merged into the Tactical Air Force. The Tactical Air Force has been placed in Fighter Command to permit of the maximum flexibility as between current air operations on the one hand and the necessary continuous and close training with the Army on the other. By this means, training can proceed with all despatch concurrently with the offensive tasks with which Fighter Command is occupied.

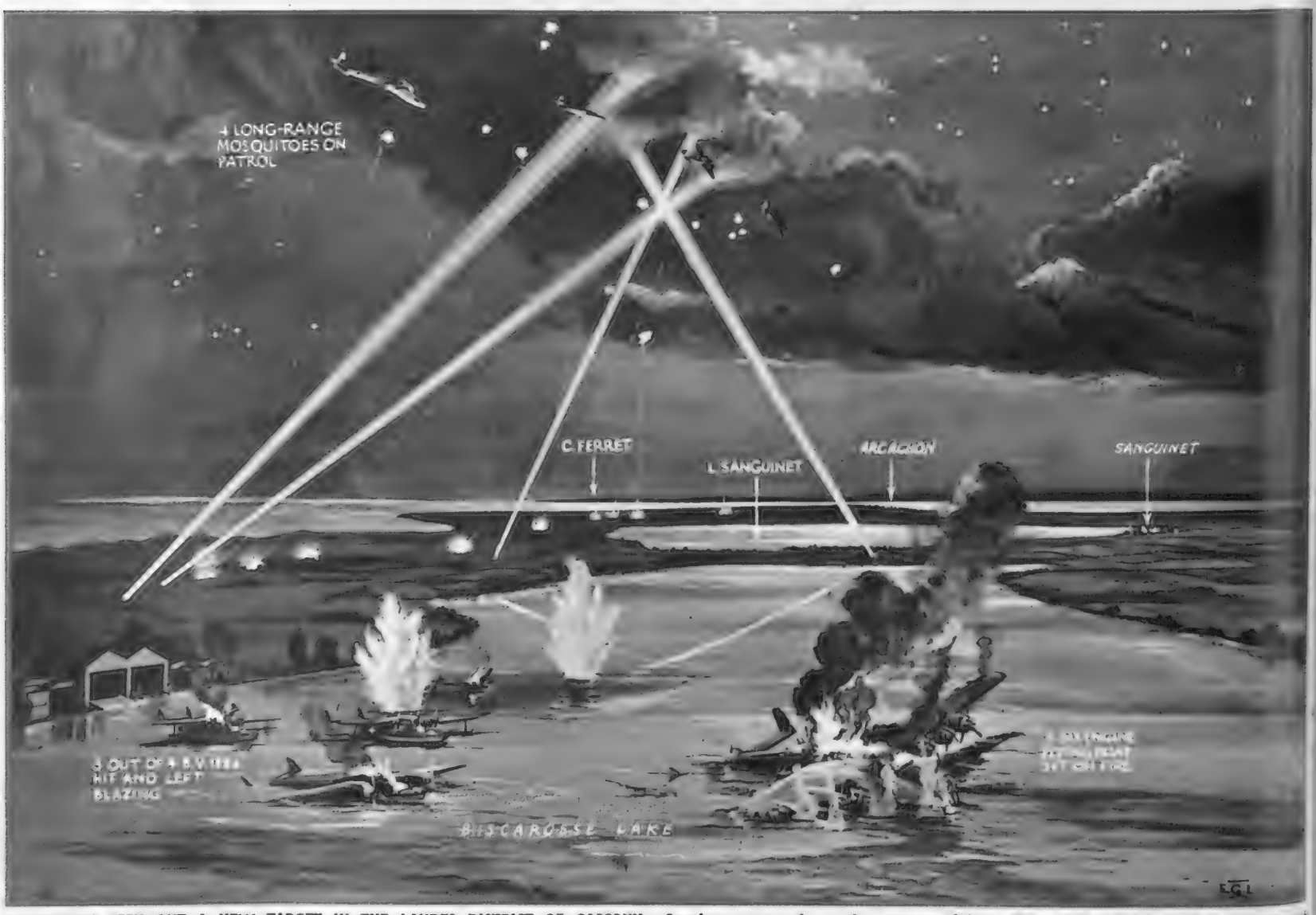
THE NIGHT ATTACK ON FRIEDRICHSHAFEN, ON THE SHORES OF LAKE CONSTANCE, by Lancaster bombers from Britain; which then flew on to North Africa. After smashing the radiolocation works in the converted Zeppelin sheds, on their return flight to Britain a few days later, the Lancasters attacked the docks at Spezia, in Italy. This drawing shows the attack at Friedrichshafen as viewed from the Swiss side of the lake—*Drawing by Roland Davies*

TWO NEW TARGETS for the R.A.F.

The Attacks on Lake Biscarosse and on Friedrichshafen

Friedrichshafen has become by far the largest producer of radiolocation equipment in Germany—and never have the Germans been so dependent on radiolocation as they are to-day! On the night of June 20 Lancasters carried out a big attack on the town: blow after blow was struck, and it was not until dawn that the "All Clear" was given. But the Lancasters did not return to Britain that night! For the first time, they flew straight on—to North Africa. A few nights later, they returned to their home bases, but by way of Spezia, the Italian naval base, where docks and oil stores were attacked.

Our bombing aircraft found a new target when they recently made an attack on Lake Biscarosse. This lake lies in sandy country just to the west of Médoc and Graves, the famous wine-producing districts. The attack was made by Mosquitoes which had previously been active over the Bay. After they had re-formed and proceeded south to Biscarosse, they found on the water four B.V. 138s near a hangar, with a B.V. 222, a six-engined flying-boat, between them and the shore. Attacks were made on the first four aircraft, three of which were left blazing on the lake. Strikes were also scored on the B.V. 222, and a small fire broke out.



MOSQUITOES SEEK OUT A NEW TARGET IN THE LANDES DISTRICT OF GASCONY: Seaplanes moored on the waters of Lake Biscarosse are attacked and destroyed in what must have proved a surprise assault for the Germans. This lake is one of three big stretches of water south of the Gironde used by the enemy for aircraft taking part in the Battle of the Bay of Biscay—*Drawing by E. G. Lambert*

HOME-FRONT ACTIVITIES OF THE WOMEN

SCHOOLGIRLS HELP TO WEAVE GARMENTS MADE OUT OF DOGS' WOOL: Preparing the wool for the shuttle in a workroom at a famous Surrey kennel. High prices are being paid just now for dogs' wool, providing it can be delivered in large quantities. Even before the war, men's suits and women's dresses were being woven from the combings from dogs' coats. It is estimated that thousands of pounds of wool could be obtained from dog barbers during the summer season, when the animals are clipped and smartened up: this wool, when collected, would form a valuable contribution to the war effort. Miss Keyte-Perry, of Haslemere, who in pre-war days owned the largest and most valuable kennel of Samoyeds in the world, is now getting a yield of from ten to twelve pounds of wool from each dog each year. This is being woven into garments for Russian children and for men in the Forces by members of women's institutes who have been taught weaving and spinning. Miss Keyte-Perry is principal of a girls' school at Haslemere, and many of her pupils give much of their time to the work

NEW TROPICAL KIT FOR THE W.A.A.F. This is attractive, cool and practical. The one-piece, short-sleeved frock is of light khaki material: buttons and belt-buckle are of black plastic. When worn without the coat, the tie may be discarded and the collar left unbuttoned at the throat

A CITY LISTENS TO ITS GIRL PROTEGÉE. Scores of friends, musical societies and numerous other organisations in Adelaide, Western Australia, listened to the B.B.C.'s Pacific programme recently when their girl protegée, Miss Vina Barnden, made her debut at a Promenade Concert in London on June 26. There is a fine story to be told of the manner in which this promising young musician was sent to Britain to study with £1,200 raised by public subscription in her native country. In this picture, Miss Vina Barnden is seen rehearsing at the Albert Hall under the watchful eye of Mr. Basil Cameron, who is himself a famous pianist. Mr. Cameron is taking Sir Henry Wood's place as conductor of the Promenade Concerts

AEROPLANE DOPE IS NO LONGER A MENACE TO THE WORKERS: A scene at a De Havilland factory during a break for refreshment by women. Weather-proof finish for aircraft is essential if they are to be protected against the weather during operational flying. The aircraft may have to operate in Arctic Russia or in torrid Africa: bad work would mean rapid deterioration. Yet girls who were previously clerks or shop assistants are now doing the job thoroughly after a short period of training. Modern doping shops at aircraft factories are very different from those of the last war and modern working conditions are healthy and subject to strict supervision. Dope workers to-day are less prone to absenteeism than the majority of aircraft employees

A "BRASSHAT" COLLEGE FOR A.T.S. OFFICERS: These women are now eligible for appointments on the General Staff, and a permanent Staff College has been established in the South of England, where students are given intensive courses in Army organisation and administration. Those who pass out go on to the General Staff at static Military Headquarters. The above picture was taken at the college during "A Twelve-Hour Telephone Battle." From left to right are: Junior Commander Mary Millar, of Fife, who was a kindergarten mistress before the war; Second-Lieut. Cynthia Oakley, of the Canadian Women's Auxiliary Corps, who was formerly a ski instructor at Toronto; and Subaltern Daphne Leys, of Dorset, who was a secretary: before America came into the war this lady served as a Staff Officer of the A.T.S. in Washington

A MIXED GROUP OF STUDENT OFFICERS UNDERGOING TRAINING AT THE COLLEGE FOR STAFF APPOINTMENTS. From left to right are seen Subaltern Barbara Hewitt (aged twenty, of York); Subaltern Daphne Leys (of Dorset); Junior Commander Mary Millar (of Fife); Subaltern Eileen Thomas (of Birmingham); and Second-Lieut. Cynthia Oakley (of Toronto)

CANADIAN HIGHLANDERS ON MANŒUVRES IN BRITAIN: Units of the Canadian Army, including the Stormont, Dundas and Glengarry Highlanders, have been participating in recent extensive manœuvres carried out in this country. Here they are seen preparing a bivouac amongst the woods—somewhat reminiscent of their own lovely country

The WONDERFUL STORY of CANADA in WARTIME

—and the Stupendous Efforts She is Making in Every Direction, on Land and by Sea and Air

Described by CHARLES GRAVES

THE Englishman's vice of taking everything for granted was never better exemplified in peacetime than by his attitude towards Canada. Publishers believed that novels with a Canadian background were of no interest to the British public. Newspaper proprietors sent their top columnists to the United States, to the Continent, even to Russia, rather than to Canada or other parts of the Empire. All that the average Englishman knew about the Canadians was that they were the world's champion ice-hockey players, and that they lived in a vast cold country which grew a lot of wheat in summer.

Mind you, these were two valuable pieces of information. It is notable that nations who live in cold countries are the best fighters, and that ice hockey is the fastest game in the world.

Not one in a thousand realised that there are 3,500,000 Canadians of French origin, or that Canada's Army was exactly 4,500 strong at the outbreak of war. That the whole of Canada, whose territory is greater than that of the United States, is inhabited by a population one-quarter that of the British Isles, was also a matter of ignorance. So even when the first Canadian troops arrived in this country the public, while welcoming them warmly, had no idea of the effort it took to send them over here. To-day, the total strength of the armed Forces of Canada is over 700,000, of which the Navy personnel accounts for 55,000, the Air Force for 200,000, and the Army for nearly 500,000. In addition, there are more than 1,000,000 munition workers, who make Canada the fourth largest producer of war supplies among the United Nations. Canada is, in fact, a vast arsenal, supplying munitions of war to Russia, China, Australia and New Zealand, as well as to Britain and the United States. Over three months ago the Canadian Army accepted the 15,000th heavy gun made in Canada—a Bofors. Canadians are making Bren guns and Sten carbines by the 100,000. One plant alone employs 16,000 workers, and is the largest small-arms plant in the British Empire.

Synthetic rubber factories are being set up, and the first of these will be capable of producing rubber for the Armed Forces by September.

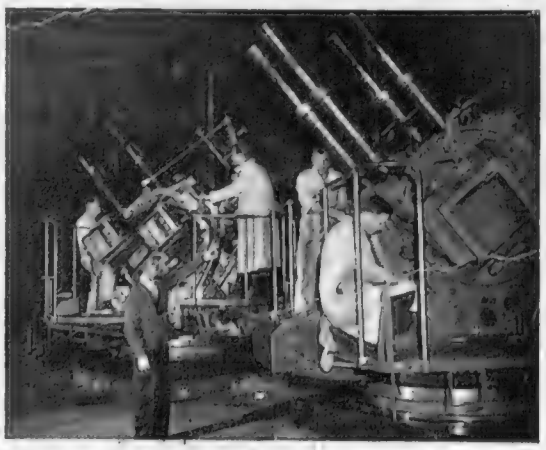
The statistics are staggering: £1,000,000,000 has been spent on munitions and supplies since the outbreak of war. Each week six ships, 3,500 motor vehicles, 900 guns and 350 armoured fighting vehicles, including tanks, are being completed.

It is difficult to know where to begin in estimating Canada's contribution to the war effort. In a way the most important of all was its inauguration and support of the Commonwealth Air Training Plan. If it had not been possible to send a constant stream of potential air crews across the Atlantic from the spring of 1941 onwards, it is safe to say that the Allies could never have won air superiority over Germany. During the bitter winter of 1940, the number of flying hours which could be completed by trainees in Great Britain and on the Continent was infinitesimal on both sides. But in the equally bitter European winter of 1941, when flying training in Germany and Italy was once again negligible, thousands of future pilots and members of air crews generally were able to complete their training at record time in the more settled, though cold, conditions of Canada.

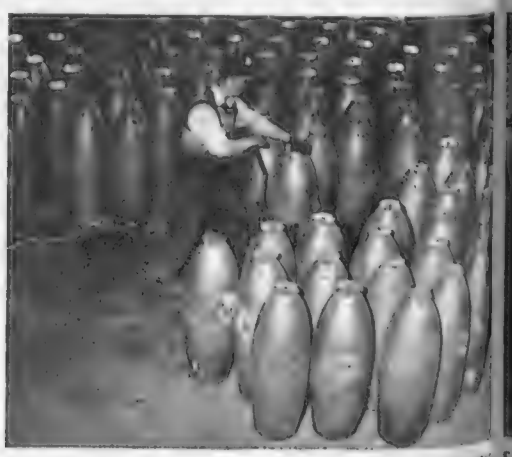
But it was not only British, Australian and New Zealand youths who learnt to fly in Canada. The Canadian boys averaged from the start between 60 per cent. and 80 per cent. of those who graduated to operational flying. To-day, it does not matter what R.A.F. station you visit, you will find Canadians. In fact, 30 per cent. of the total strength of the Royal Air Force is provided by Canadians. Put it another way. There are [illegible] two Royal Canadian Air Force squadrons. But in each member of these squadrons there are eleven attached to the Royal Air Force—all airmen. Even then, this does not complete Canada's contribution in the air war. For there are many hundreds of Canadians who enlisted direct into the Royal Air Force, and whose numbers cannot be exactly checked. This applies also to the Royal Navy, the Royal Naval Reserve, and the Royal Navy Volunteer Reserve.

While I was collecting material for *Life Line* I found Canadians everywhere, particularly in destroyers, corvettes and smaller craft. Their native dash and endurance makes them ideal for work in motor torpedo-boats and motor gunboats. The Royal Canadian Navy itself is in the front line of the battle in the Mediterranean. Although primarily a navy of small ships designed for convoy protection, the R.C.N. is building up a destroyer fleet which will contribute considerably to the offensive strength of the United Nations. A flotilla of eight Tribal class destroyers is being built, two of them in Canada. Canadian corvettes and other vessels in the Royal Canadian Navy have escorted 12,000 ships since the war began. The Canadian Navy, in fact, has four different roles in the sea warfare of the United Nations: (1) Protection of merchant shipping; (2) protection of Canadian shores; (3) destruction or capture of enemy merchant and fighting ships; (4) blockade. For this, it operates over 500 vessels, and although U-boats lie in wait for Allied shipping in the St. Lawrence River and Gulf, only three ships of every 1,000 tons of shipping have been lost by enemy action in that area. The list of decorations awarded to Royal Canadian Navy personnel

THE PRIME MINISTER OF CANADA, Mr. Mackenzie King, pays a visit to an Eastern Canadian port and inspects the men of a Canadian destroyer. The Dominion's effort by sea alone in this war has been truly stupendous



APPLYING THE FINISHING TOUCHES TO POM-POM GUNS IN A CANADIAN ARMS PLANT. In all, more than 50,000 pieces of artillery have already been turned out in Canada, and the output is now up to 900 weekly



A PICTURE TAKEN IN ONE OF THE LARGEST BOMB PLANTS IN THE WORLD. It is situated in Canada on a site that was, not so many months ago, a marsh. Thousands of these 500-lb. bombs have already been turned out

AN ANTI-TANK GUN CREW PREPARING FOR ACTION during Canadian Army manœuvres in Britain. The men of this regiment all come from Nova Scotia, in Eastern Canada

relatively as formidable as that given to the Royal Canadian Air Force. It only surprises me that only one Victoria Cross has been awarded to a Canadian in this war, and that to an Army officer. The Canadian merchant seamen have done as splendid work as officers and men of the British Merchant Navy. And their casualties have been

As for the Canadian Army, many people forget that before Dunkirk, the 1st Canadian Division was one of the very few in Britain equipped to fight. It was its presence, and the arrival of the 2nd Division which later in the year made it possible for us to send reinforcements to Egypt. New units, formations and reserves have gone forward from Canada to Britain as quickly and as continuously as ships could be found to carry them. In all the varied aspects of modern war, the officers and men of Canada's Army have undergone unending training, and it is, for its size, the most highly mechanised force in the world. From a soldier's point of view it has had bad luck. Time and again there have been periods of intense activity when battle seemed imminent. In the spring of 1940, part of a Division was all set for Norway. More Canadians were ready to go to France before Dunkirk. Some actually landed in France after Dunkirk and had to be withdrawn. But, apart from the bloodless expedition to Spitzbergen and the Dieppe show, the troops have been compelled to go on training and training without any action, except against hostile aircraft. It is to the credit of the commanding officers that the men have survived so well that inevitable browned-off feeling.

It must be remembered that during Britain's worst moments, Canada's Army stood guard at the heart of the world's greatest citadel of freedom. It has been constantly in readiness to repel the invader; it has been the means of holding in Western Europe and of withdrawing from Russia and Africa German forces many times its size. Only last week a huge convoy arrived in this country with a number of armoured regiments. Canadian troops, too, have been most generous in their readiness to instruct the Home Guard in weapons and tactics. Vernon Bartlett, M.P., made a good point in his broadcast talk when he described a military exercise which he witnessed in a little town in Canada 1,500 miles from both the Atlantic and the Pacific coasts, and therefore at least 4,500 miles from any important battle area. He had smiled at first at the familiar little notice about a stirrup-pump in the windows of houses and shops. Then he realised how admirable was the determination to make people understand that they were involved in world war number two. As he said: "We who live in Britain with its bombs and alerts are in one way very lucky. The existence of a common danger does a great deal to unite the people and to help them willingly to accept hardships and shortages."

Few people realise what a mixed population inhabits Canada. It is true that 5,500,000 have ancestors who came originally from the British Isles (including Ireland), and that 3,500,000, as I have said, originally came from France. But 2,500,000 are of different stock, the main elements being 600,000 Germans, 300,000 Ukrainians, 170,000 Jews, 150,000 Poles, 150,000 Netherlanders, 100,000 Italians, and 100,000 Norwegians, in addition to 350,000 Swedes, Russians, Hungarians, Finns, Danes, Belgians, Czechs and Slovaks, Rumanians, Icelanders and Jugoslavs. There are even 10,000 Greeks in Canada, as well as 122,000 Red Indians, 6,000 Eskimos, 46,000 Chinese, 20,000 Negroes and 23,000 Japanese. Strangest of all, half these people live within 100 miles of the two railways that cross the continent, and nine-tenths of them live within 200 miles of the United States border. In spite of the latter fact, the Canadians are beginning to realise more and more that, with the increased range of commercial aircraft after the war, Great Britain is as much a neighbour as the United States. The Canadian Government realises, too, that the country holds the key position in post-war airborne commerce. So does the United States. Looking outwards, the Americans realise that the most economical routes between the United States and Europe and Asia traverse Canadian territory, and if the much discussed Great Circle courses over the North Polar regions to Europe and Asia materialise, Winnipeg as an approximate geographical centre of the United States and Canada, will become one of the great ports of international air trade.

But the war is not yet over, and in the meantime it will be learnt with the greatest appreciation of all, perhaps, that besides giving the Mother country a present of one billion dollars last year, and putting aside a similar sum this year to assist Great Britain and the Allied nations, Canada is supplying nearly 2 cwt. of food a year to every man, woman and child in the United Kingdom

The guns in the upper picture are here seen in the course of manufacture in a Canadian factory, where they are being turned out in large quantities. This gun is only one of ten types now being built in the Dominion

SHELLS BEING TURNED OUT IN ONE OF CANADA'S SEVERAL PLANTS. Canada has turned out more than 35,000,000 rounds of heavy ammunition. The combined output of the country's plants amounts to more than 525,000 rounds weekly

A MORTAR CREW IN ACTION: Men of the Highland Light Infantry of Canada, some of the 700,000 loyal Canadians who have joined the Armed Forces during this war

The World of Books—By Vernon Fane

STORIES OF THE WORLD OF TO-DAY

J. B. Priestley's New Novel: A Soldier's Escape from France; The Artistry of Edward Seago; A New Edition of Sir Banister Fletcher's "Architecture"

THERE may be many views of Mr. J. B. Priestley as a radio speaker; there can be few divergent opinions about him as a novelist. There is a school of thought which sees in him the true descendant of Dickens, and another which asserts that his particular quality comes solely from the fact that he is a Yorkshireman born and bred. He may enthrall one, exasperate another; may be lyrically praised or critically deflated. Few people, however, have suggested that he is not one of the handful of leading novelists—by which I mean first-rate novelists—in this country.

His new novel, **DAYLIGHT ON SATURDAY** (Heineman. 9s. 6d.), is certainly first-rate. It is a picture of a vast modern aircraft factory and of the people, so alike to the casual observer, so different from each other to the eyes of understanding, who work there. All the action takes place within the factory, a circumstance which parallels the waking lives of the workers themselves. They reach the factory every morning in the dawn twilight, leave it after the sun has set. On Saturdays they leave at midday and see the daylight. For there is no daylight inside the factory. There are no windows, and the roofs are darkened. "The factory inside is like a colossal low bright cave, lit with innumerable mercury-vapour lamps that produce a queer greenish-white mistiness of light. In there, three in the morning and three in the afternoon look just the same. Nothing tells you except the rhythm of work whether it is noon or midnight. . . . The pageant of the hours, sunrise to high noon, sunset to glittering night, and the old procession of the seasons, all the budding, flowering and withering of the world, all have vanished. For this is cave life. . . . It is a greenish-white hive in which the combs are stored with shaped non-ferrous metals. It is a power-house."

From this power-house Mr. Priestley has chosen some forty characters whom he controls adroitly, hardly allowing any to dominate, keeping interest alive in each. There is not much consecutive story, but each of the characters has his or her own troubles and problems, and these are related to the broader background.

One theme is the opposition between the works superintendent Elrick, who believes in the primary importance of the human being at the machine, and the assistant manager Blandford, who regards workers as machine-fodder to be controlled for the sake of power. Another theme is the bad effect of dull war news on production figures, and the devices used to correct this.

Typical of the employees are the conscientious girl chosen for a B.B.C. broadcast, the unhappily married woman in love with Elrick, the Communist charge-hand, the mechanic mourning a wife killed in the blitz, and the ambitious young engineer. All these, and many more, are presented dramatically and with conviction.

Crisis comes to the factory, and it is Mr. Priestley's genius that he has been able to relate the crisis to the vast majority of his big "cast," when the Ministry sends down two representatives to make a report. Elrick behaves badly. He is blamed unfairly for the low production figures and dismissed from his position. Before he can leave he is killed in saving the life of a girl attacked by a madman. Finally, Blandford is promoted to the managership. The production figures rise when good news comes from Africa, and this alone proves that the human being is more important than the machine.

This is real Priestley; Priestley at his best. Nothing else should be needed to recommend it to a vast number of readers.

CORPORAL JACK (Fabers. 8s. 6d.) is the story of a real person, well-known to the author, Mr. David Scott. Names and times have been changed in this account of a young soldier's escape from France through Spain, but, in the main, the incidents described are clearly reportage, and that, rather than its literary qualities, make up the value of this book.

Jack Harvey was a young soldier in the Durham Light Infantry who fought in the Battle of France, and was surrounded with the remnants of his company at the marine station in Boulogne in June, 1940. He escaped from a German field hospital and made his way towards Marseilles, which he reached after hitch-hiking and tramping down the length of France.

In Marseilles he spoilt his chances by being arrested in a café brawl and imprisoned at Fort Saint Jean. He escaped from this and made his way with a Polish fellow-prisoner over the mountains into Spain, where he was again imprisoned and later beaten-up to the point of near-blindness for drawing caricatures of Hitler upon the walls. Finally, the British Embassy discovered his plight and he was released and repatriated.

The trouble with a book of this type is that it is more a string of incidents, variations on one *motif*—that of escape—than a sustained story. Apart from Corporal Jack himself, who is a simple but gallant chap, there is no other characterisation, and the story thereby stands or falls on its merits as an adventure saga. As such, it is tolerably successful, and if regarded as a faithful transcription of facts, can be both moving and inspiring.

American critics of American politics have been known to speak sourly of those people who sat down in Washington "playing with their alphabet soup." The reference, not a particularly obscure one, is to those Government agencies familiarly designated by a group of initials. We have a few such ourselves, but Washington flowers with them.

The characters in Miss Leslie Ford's **PRIORITY MURDER** (Crime Club. 7s. 6d.) are all up to their necks in the alphabet soup, and the murderee is no less august a personage than one of the chiefs of the OPM. The author arranges, as usual, for most of her detection to be done by the gentlemanly Colonel Primrose, with Mrs. Latham, that apparently vital cog in the Washington social machine, as narrator.

The book has curious discrepancies, not so much in plot, which is well contrived, as between the story and the way in which it is written. It is a pretty good story, but not all its errors of style can be laid to the printer. Luckily one reads it at such a pace that many of these escape all but the most diligent and carping searcher.

One or two genuine thrills and chills, and at least as many good reasons for not increasing the housing problem in Washington.

A LAST PICTURE OF THE LATE LESLIE HOWARD IN MADRID: The famous British actor lost his life in a civil aircraft which was shot down whilst on its way to this country from Lisbon on June 2. He had been making a lecture tour through Spain and Portugal under the auspices of the British Council. The picture above was taken during Leslie Howard's recent visit to the Sevilla Studios in Madrid: on the actor's right is the Spanish film star, Conchita Montenegro; on his left is the film director, Florian Rey

In his brief spells of leave from the Army Mr. Edward Seago, the artist, has been fortunate enough, as he says, to be able to revisit his old haunts, and for a few days to try "to take the old life out of pawn." **PEACE IN WAR** (Collins. 12s. 6d.) is a book of his own pictures painted during leaves, and each accompanied by a descriptive essay. Most of these describe some aspect of the English countryside, notably in Hampshire and East Anglia, where the author-artist has spent his time most happily.

They make pleasant reading of a quiet nature, but the pity is that his paintings have had to be reproduced in monochrome, which makes them little more than guesses at the reality, since, as he writes somewhere himself, "the colour was what I wanted."

In spite of this, it is a more than agreeable collection, and one with an almost idyllic freshness.

Sir Banister Fletcher is responsible for one of the most comprehensive and, at the same time, one of the most fascinating of current works of reference. His **HISTORY OF ARCHITECTURE** (Batsford. £2 12s. 6d.) has just been revised and issued in its eleventh edition, and now contains over 4000 illustrations which treat of architecture, considered historically, during the last 7000 years, and, considered non-historically, during the last 2000 or 3000 years.

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The work might appropriately be called monumental, if that did not connote heaviness, for, in spite of the vast range of Sir Banister's subject, it could never be written of him, as it was of the architect of Blenheim:

> "Lie heavy on him earth, for he
> Laid many a heavy load on thee."

Mr. Michael Gareth Llewelyn has written a long and mainly autobiographical study of childhood in the Welsh countryside. **SAND IN THE GLASS** (John Murray. 12s. 6d.) is a lively and particularly human picture of a little mining village in which the author's father was the blacksmith and his mother the schoolmistress. Mr. Llewelyn writes of the traditional life of Wales, in which an ancient civilisation with its peculiar customs and traditions exists side by side with the coal-mine and the blast-furnace.

His style is anecdotal, friendly and colloquial, and his approach even to the legends of fairies and phantoms has a refreshingly practical bias. This is by no means the run-of-the-mill book on Wales, but a new and vigorous interpretation.

FOOTNOTE: London, June 29. Mrs. Duck takes her young family of seven across the busy road between Buckingham Palace and Green Park to witness the Changing of the Guard. All traffic was held up to let them pass, and, later, return

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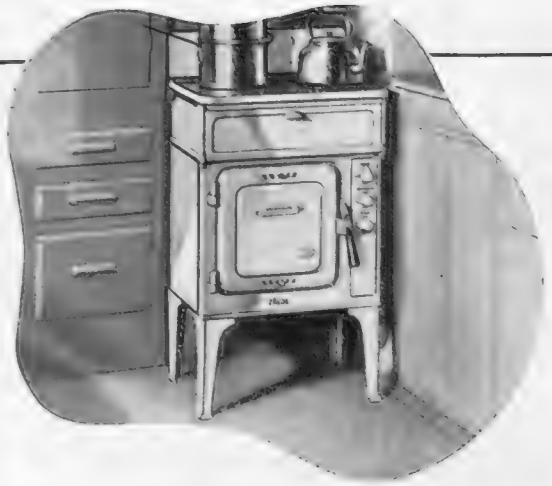

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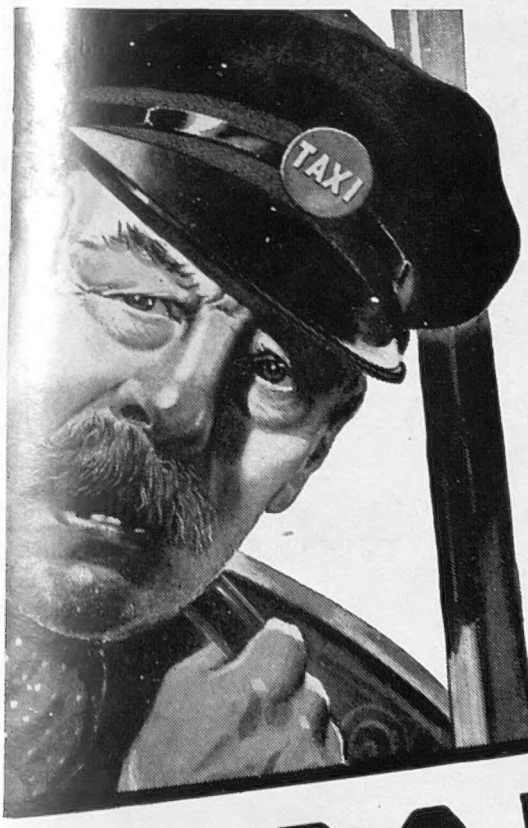

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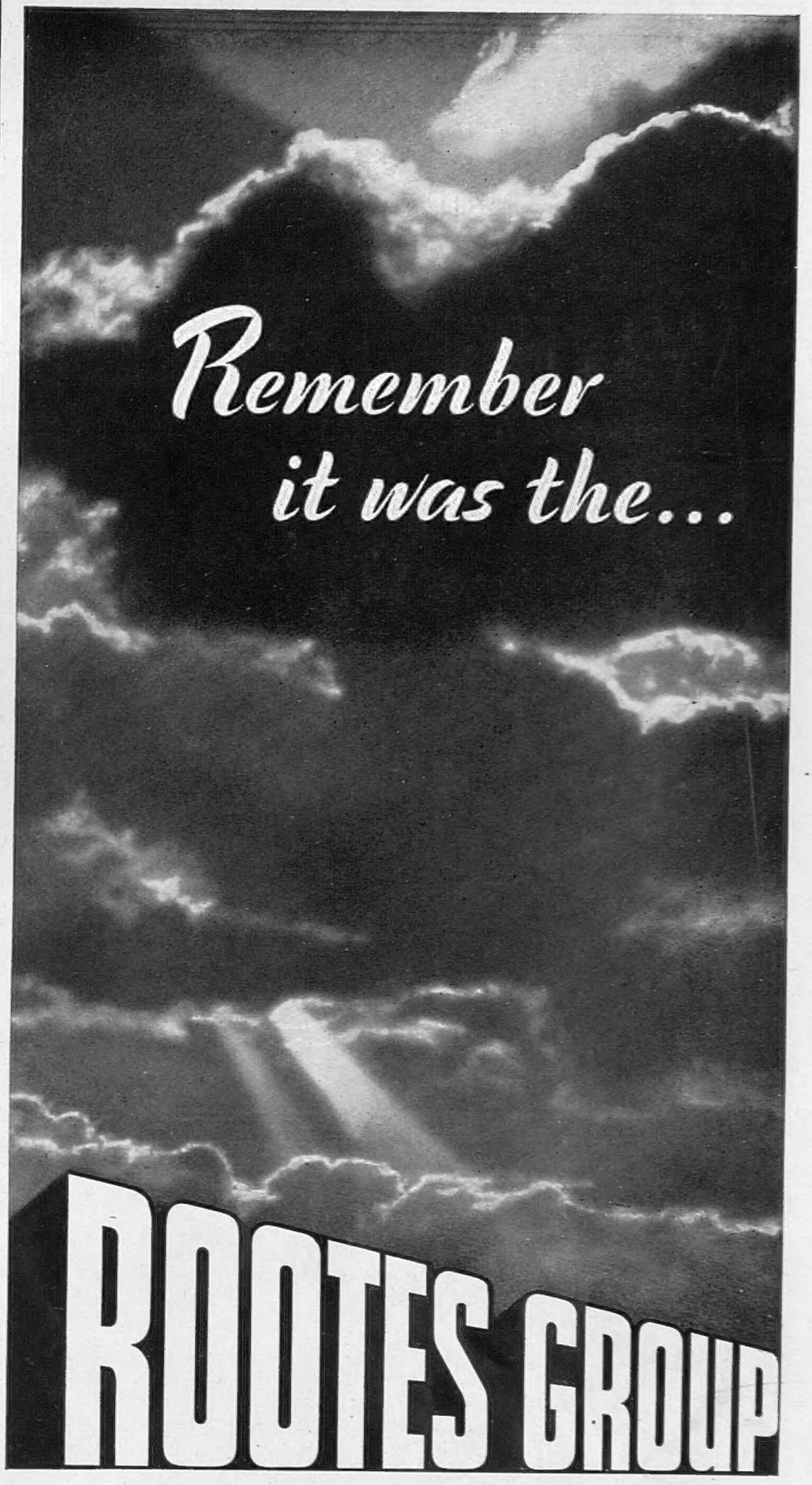

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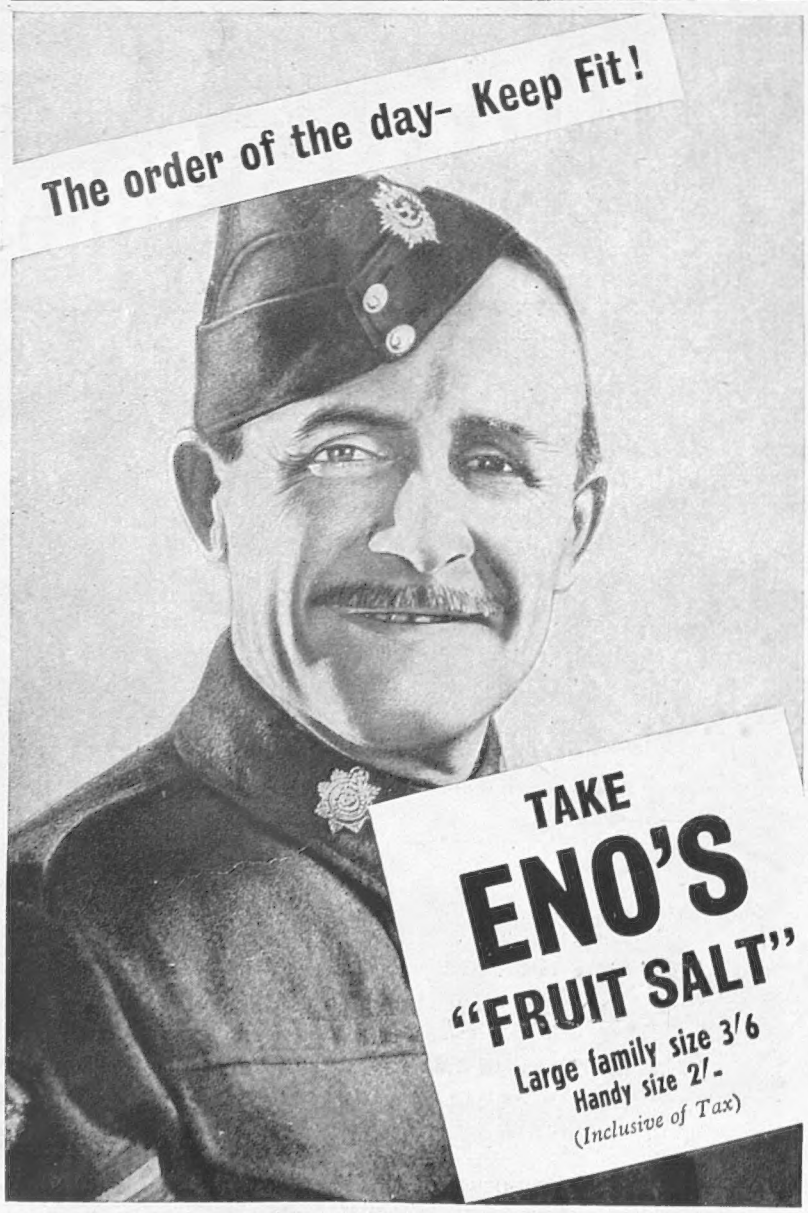

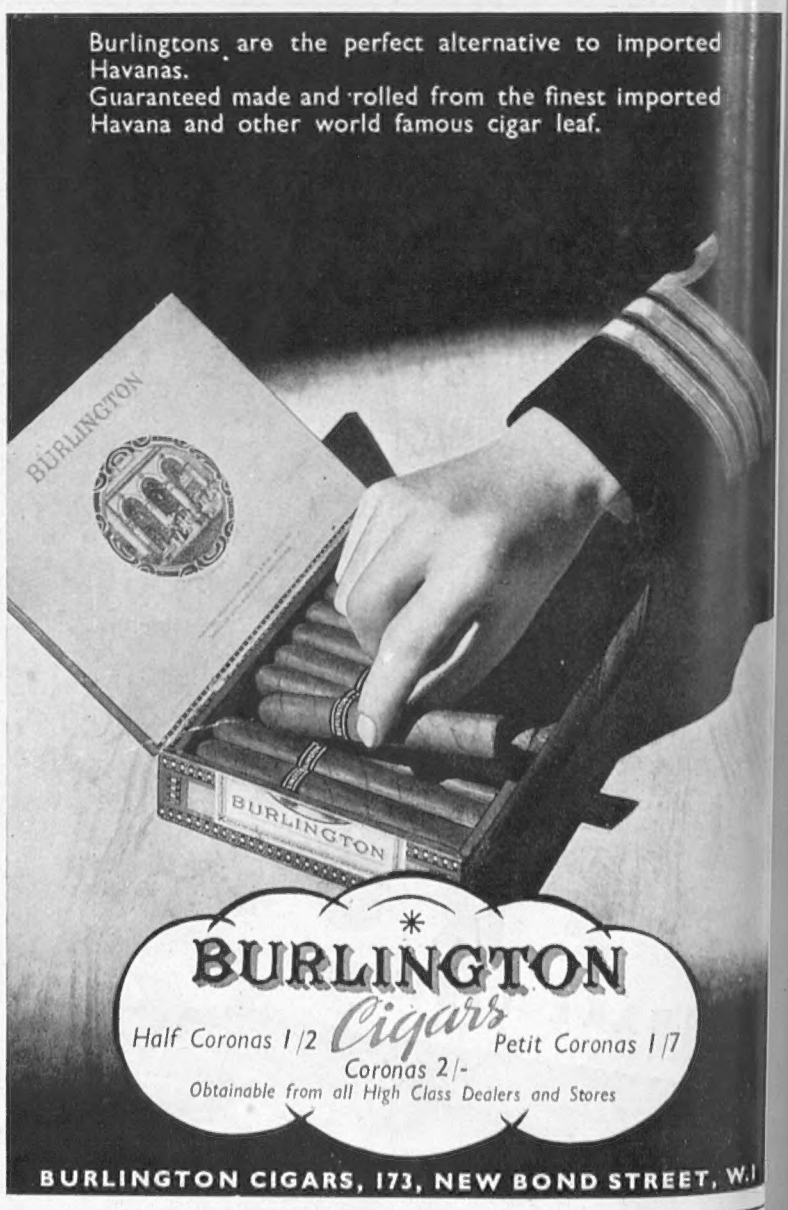

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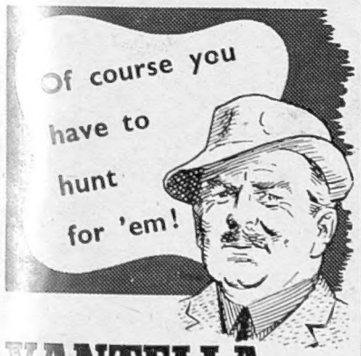

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